

# THE ILLUSTRATED LONDON NEWS.



## McVITIE & PRICE

*Makers of Finest Quality Biscuits*

EDINBURGH • LONDON • MANCHESTER



By Appointment  
Sanitary Polish  
Manufacturers to  
The Late King  
George VI.

## RONUK POLISHES

EASIEST — GO FURTHEST — LAST LONGEST

BY APPOINTMENT TO THE LATE KING GEORGE VI

*Red Hackle*  
DE LUXE  
SCOTCH WHISKY

PLEASE COMMUNICATE DIRECT IF YOU  
HAVE ANY DIFFICULTY IN OBTAINING SUPPLIES

PROPRIETORS *Kepburn & Ross* KELVINBRIDGE, GLASGOW



By Appointment  
Toilet Soap Makers  
to the late King George VI

Fine English Soaps

in the

*Bronnley*

Tradition

# GREYS are great CIGARETTES

Made in  
Scotland  
since 1745

## Drambuie

THE DRAMBUIE LIQUEUR CO. LTD., 12, YORK PLACE, EDINBURGH

Now a favourite  
throughout  
the world



## THE WHITE HOUSE PORTRUSH NORTHERN IRELAND

Sold direct  
by the yard.

Patterns from  
Desk 18

## IRISH TWEEDS

Northern Ireland is part of the  
United Kingdom—No Tariff Barrier.

ALL CLASSES OF INSURANCE TRANSACTED

## CAR & GENERAL INSURANCE LTD.

CORPORATION

83, PALL MALL, LONDON, S.W.1.



Leslie Wood



## SPRING TO IT!

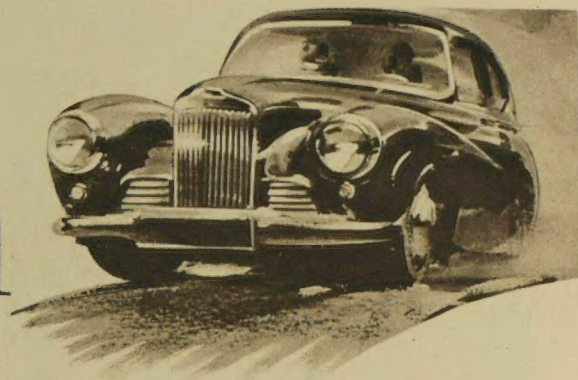
There's real springiness in a BMK carpet — and those Scotch Black-faced sheep know why. It's their fine wool, blended with other special strains, that goes to put the bounce into BMK carpets and rugs. Woven with all the craftsmanship of old Kilmarnock, on modern looms, they come in attractive designs that make them the right coverings for any floor. *And they come at the right price, too—their value is quite outstanding.* When you're buying a carpet, shoot straight for BMK—the label will tell you when you've reached your goal.

BLACKWOOD MORTON KILMARNOCK

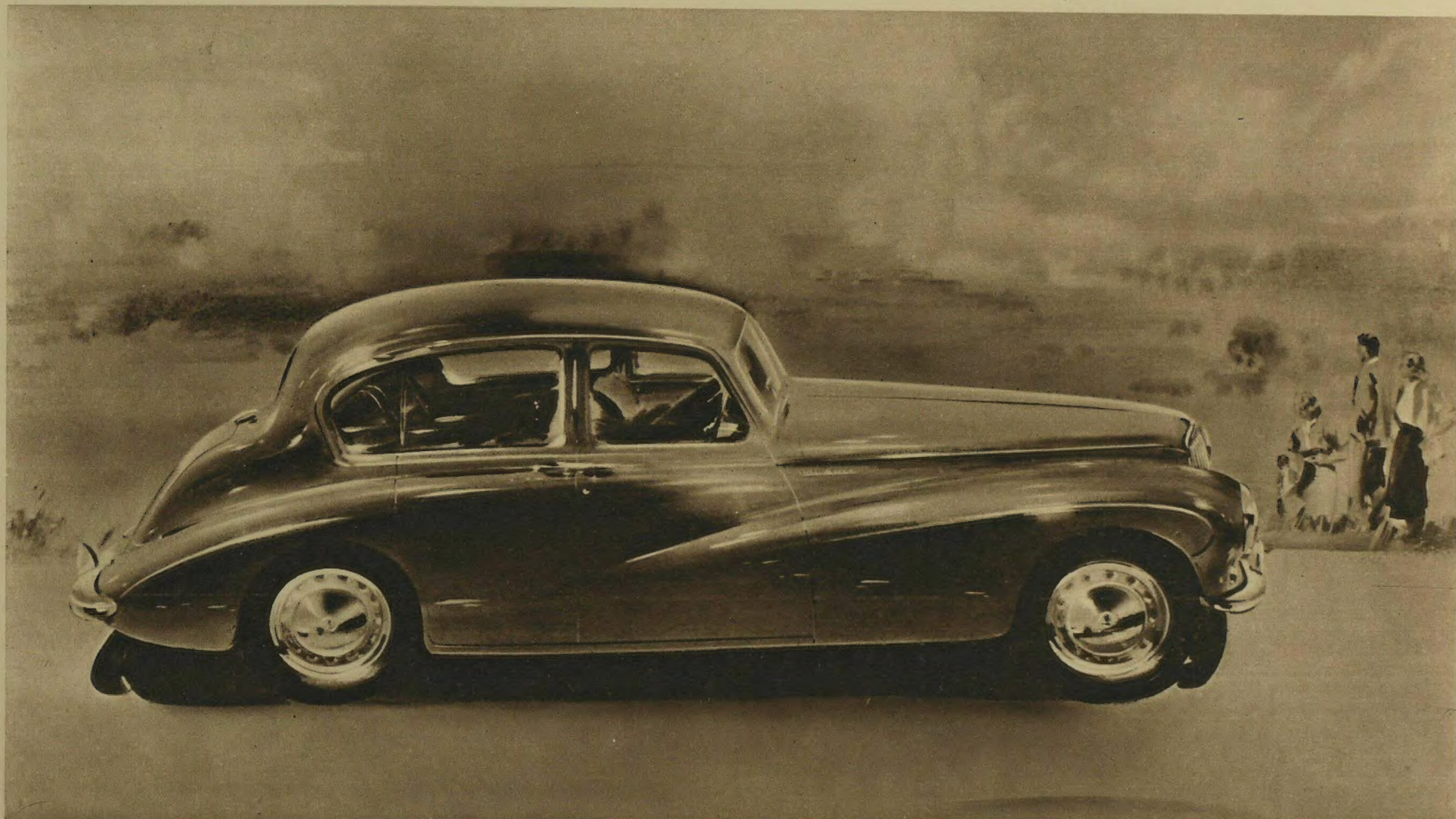




# The New 90 m.p.h. SUNBEAM-TALBOT 90



with powers of endurance proved by repeated  
international successes



*... an exciting car* Effortless high speed; brilliant acceleration, stability and accuracy of control; superb comfort and luxurious appointments . . . these qualities make the lovely new Sunbeam-Talbot 90 the sportsman's car of the year.

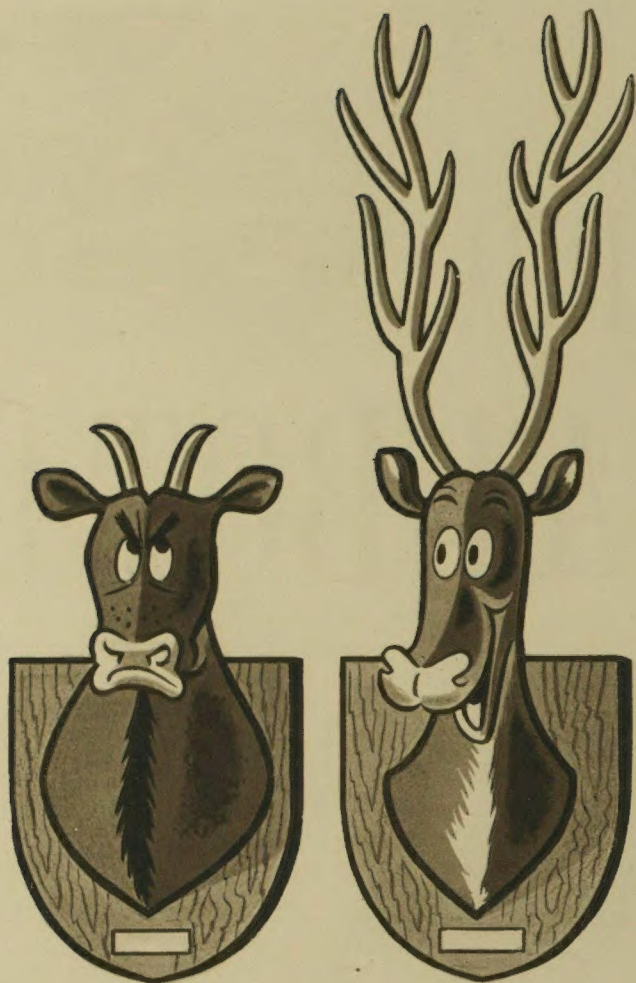
*Arrange for an exhilarating trial run TODAY!*

'THE TIMES' said of the 1952 Alpine Rally results:—

*"In winning three cups, the Sunbeam-Talbots can be said to have made the best performance by one make of car in the Rally, a fact acknowledged by their being awarded the Team Prize . . . those that can survive this ordeal are very fine cars indeed."*

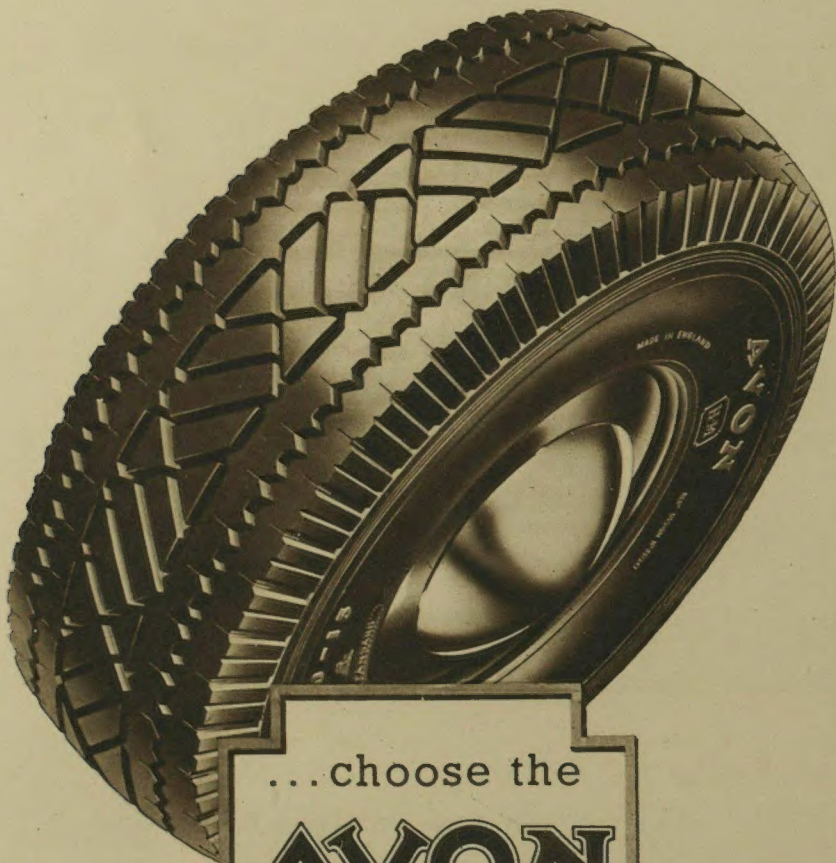
A PRODUCT OF THE ROOTES GROUP





but for

higher mileage



...choose the  
**AVON**  
H.M.

It **LOWERS** the cost of motoring!

# THORNYCROFT

at the  
**COMMERCIAL MOTOR SHOW**  
**EARLS COURT**

September 26th to October 4th.

On STAND 63 we shall be exhibiting  
a range of goods chassis including :

**MIGHTY ANTAR**

*Britain's Biggest Tractor*

**TRUSTY • NUBIAN**

**TRIDENT • NIPPY STAR**

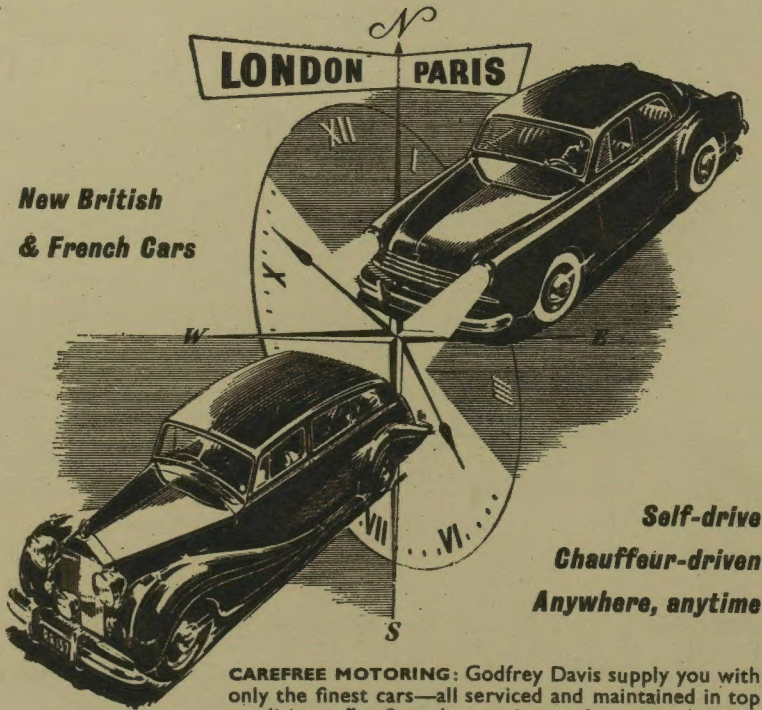
and both Home and Overseas buyers  
will find much to interest them.

Latest examples of Thornycroft  
Home and Export vehicles will also  
be on show on the leading Coach-  
builders' Stands—numbers 3, 4, 14,  
16, 20, 21, 35, 45, 46, 92 and 95.

**JOHN I. THORNYCROFT & CO., LIMITED,**  
Thornycroft House, Smith Square, London, S.W.1.

## GODFREY DAVIS

Europe's largest Car Hire Operators



**CAREFREE MOTORING:** Godfrey Davis supply you with  
only the finest cars—all serviced and maintained in top  
condition. For first class engine performance and con-  
stant protection, each car is lubricated with



**7 ECCLESTON STREET, LONDON, S.W.1**  
**TELEPHONE: SLOane 0022** • Cables: Quickmiles, London  
Also at Neasden Lane, London, N.W.10 (GLAdstone 6474)  
and 112 North End Road, London, W.14 (FULham 6846)

**S. F. L. GODFREY DAVIS**

38 AVENUE de FRIEDLAND, PARIS 8° Tel: Wagram 73-49



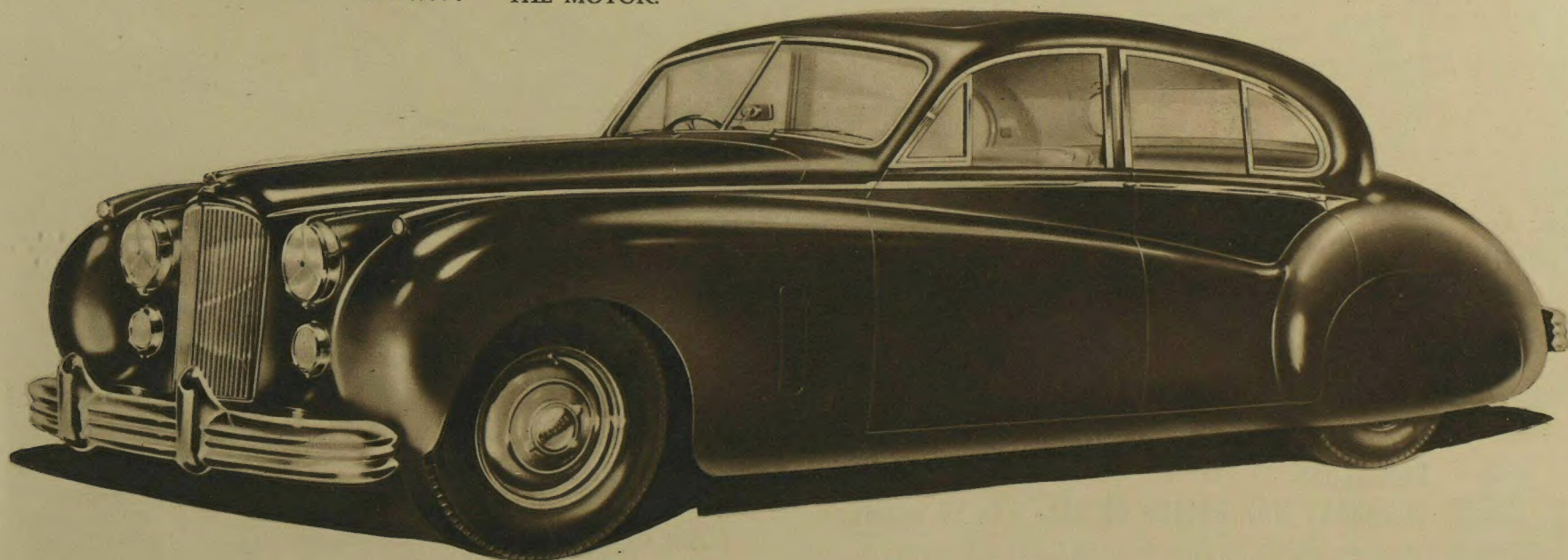


*Grace.. Space.. Pace...*

*"Conveys an air of good living . . . one of  
the most impressive cars in the world today."* THE AUTOCAR.

*"Unusually generous accommodation for 5 people and their luggage.*

*Great power with notable smoothness and  
silence."* THE MOTOR.



*Powered by the famous XK120 Engine*

**JAGUAR**





Motorists in the Midlands, as in all other parts of Britain, are saying that the petrol they are getting from their Esso Dealers is a credit to the vast Esso refinery at Fawley. Your Esso Dealer stocks the wonderful new Esso road maps (price 6d.) and of course Essolube which, as every motorist knows, is the top quality motor oil.

ESSO PETROLEUM COMPANY, LIMITED 36 QUEEN ANNE'S GATE, LONDON, S.W.1

## JACK BARCLAY endorses CAR-PLATE

OFFICIALLY APPOINTED RETAILERS  
JACK BARCLAY LIMITED - BERKELEY SQUARE LONDON, W.1  
TELEPHONE: CROVEYMOOR 8811 (4 lines)  
SERVICE WORKS: LOMBARD ROAD, WESTON, W.12 - LIBERTY 7222  
and at Glasgow, G.4

Messrs. S. C. Johnson & Son, Ltd.,  
West Drayton,  
Middlesex.

Dear Sirs,

Having represented the Rolls-Royce and Bentley Companies as one of their leading Retailers for the past twenty-five years, I have no hesitation in recommending Johnson's Car-Plate polish which we have found to give the finest finish and exceptionally long-lasting wax-protection.

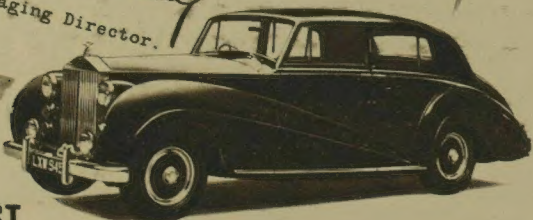
The staff of this Company are particularly impressed with the ease and speed with which these results can be achieved.

Yours faithfully,

For and on behalf of  
JACK BARCLAY LIMITED.

Jack Barclay  
Managing Director.

May the  
Seventh,  
1952.



**BRIGHTEST,  
TOUGHEST WAX POLISH OF ALL — in 20 minutes!**

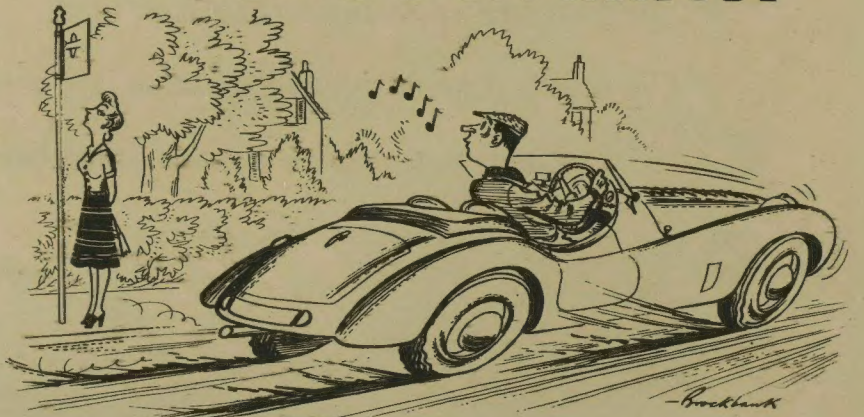
THOUSANDS of motorists have proved that Car-Plate gives cars a genuine wax finish, the brightest shine, the most lasting protection—in 20 minutes! Spread Car-Plate on a clean\* car, let dry—then wipe lightly! No rubbing with Car-Plate! Your money back if not completely satisfied. Get a tin today! 5/- from all garages and accessory dealers.

**JOHNSON'S CAR-PLATE**

\* Before waxing with Car-Plate—clean with Johnson's Carnu



## HOW TO GET A BONUS IN M.P.T.



### WATCH YOUR DRIVING

Sudden braking grinds the tread off your tyres. Whenever you can, take your foot off the accelerator well before you apply the brakes. Slamming in the clutch and standing on the accelerator are just as hard on tyres. Smooth driving saves your tyres (not to mention your petrol). It is a good thing for your pocket, for it means more Miles Per Tyre.

### WATCH YOUR BUYING

You save pounds a year by buying the right tyres as well as using them the right way. Remember this next time. For five years now Henley workers have been paid on the quality, not the quantity, of their work under the famous Henley Incentive Scheme. This encourages the extra skill and care that build more miles into every Henley Tyre.

YOUR DEALER WILL BE PLEASED TO FIT

**HENLEY TYRES**

BUILT WITH INCENTIVE FOR MORE M.P.T.



MOTOR SHOW STAND No. 213 OCT. 22 - NOV. 1



# Sheerline

## FOR LEADERS IN LIFE

Among the many Sheerline luxuries are—125 b.h.p. O.H.V. 6-cylinder engine; hypoid rear axle giving flat floor; radio; fresh air heating; walnut veneer panelling; generous armchair seating; finest leather upholstery.

The man who has distinguished himself in his chosen career can be expected to look for distinction in his car. The Sheerline, standing out from ordinary cars . . . unmistakably craftsman-built, is a fitting choice for such a man. It is an investment in luxury . . . a symbol of success in life. If you look forward to possessing a Sheerline your local Austin dealer will be pleased to tell you more about it.



Like most really fine cars, the Sheerline always looks 'right,' whether in town or country.

**A U S T I N** — you can depend on it!





Best for all occasions

STATE EXPRESS  
555

The Best Cigarettes  
in the World



The House of STATE EXPRESS. 210 PICCADILLY, LONDON, W.1.

23



This sovereign Whisky possesses that distinction of flavour which will claim your allegiance from the first sip.

HIGHLAND  
QUEEN

SCOTCH WHISKY

MACDONALD & MUIR LTD Distillers, Leith, Scotland



A.211  
Modern style beautifully designed 15 jewel lever De Luxe watch with raised gilt alternate arabic and baton numerals, chromium front and stainless steel back. Price £8.15.0. Including P.T.



As right as  
my SMITHS  
watch



B.212  
An appealing model for ladies with chrome and stainless steel case. Price £8.19.6. including P.T.

On the dot . . . that's the proud boast of Smiths de luxe 15 jewel Watch owners. Your Jeweller will show you how cleanly designed and beautifully finished all models are, and will also vouch for the strict accuracy and reliability, because Smiths Watches are made in the worthy tradition of true British Craftsmanship. Every component is made to finest precision limits. Every watch has 16 day exhaustive timing test. Spring loaded bars on men's watches facilitate easy strap change. Wide variety of models. Men's Watches, chrome and stainless steel cases (including the famous 1215 range) from £7.15.0. Ladies' from £8.19.6. Gold cases from £23.10.0. Ladies' from £17.10.0.

Every watch is fully guaranteed and sold exclusively by Jewellers

SMITHS  
DE LUXE  
15 JEWEL WATCHES

SMITHS ENGLISH CLOCKS LTD. The Clock & Watch Division of S. Smith & Sons (England) Ltd.



# a Poem in Pigskin



At Bury in Lancashire a small band of craftsmen is expressing an age-old tradition . . . in beautifully stitched and hand-finished briefcases which combine the capaciousness of a conjurer's hat with a handsome 'note-case' slimness.

This particular poem in pigskin has an inside story which is common currency among travellers in five continents . . . a 17" x 11½" briefcase in Golden Tan or Autumn Tan Shades with a single easy-to-pick-up handle, outside zip pocket for travel literature, two interior foolscap compartments and a private zip-sealed section for overnight tackle. English Lever lock and fittings of solid brass. You can obtain these briefcases only direct from the craftsmen who make them, at the workbench price of 12 guineas, post free. Matching folio cases available at £2.15.0. each (in U.S.A. \$36.75 and \$8.50 respectively, carriage and insurance free — 20% Customs duty payable in U.S.A.). Money-back guarantee of complete satisfaction.



Unicorn Leather Co. Ltd.



(Dept. L.N.1), Woodhill Works, Bury, Lancs.

## When precious HEARING is at stake . . .

nothing less than the best is good enough, but how can we convince you, in a few words, that BONOCHORD Hearing Aids give the nearest approach to normal hearing?

Our present purpose is simply to ask you, for your own personal satisfaction, to come and see us at your nearest centre. Once there, in a friendly atmosphere, you can try one of these latest aids, and prove for yourself why the confidence in our claim is justified. We are so certain of the success of BONOCHORD, in fact, that you may try one in your own home for seven days.

What could be fairer than that? Let us send you our booklet containing useful information about deafness and modern hearing aids. All you have to do is to write to us now—that's all.

You're bound to hear **BETTER** with **BONOCHORD**

**BONOCHORD LIMITED**

Formerly Allen & Hanburys (Acoustic Aids) Ltd.

48 WELBECK STREET, LONDON, W.1

Tel: WELbeck 8245/6/7

Members of The Hearing Aid Manufacturers Association

and at BIRMINGHAM, EDINBURGH, GLASGOW, LIVERPOOL, MANCHESTER AND SHEFFIELD  
Also 36 Hearing Centres throughout Great Britain and Eire



MU 600

Brown grain  
antique finish

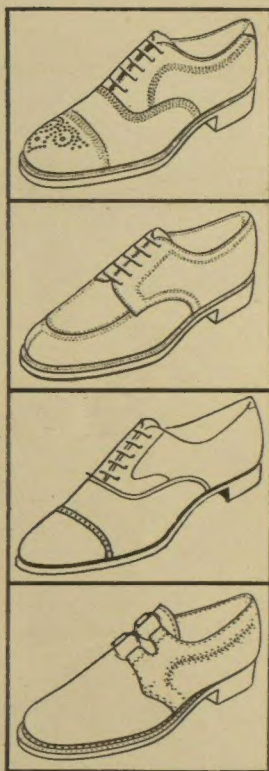
## Before you buy another pair of shoes . . .

What a joy it is, in these days, to handle something so thoroughly good as a pair of "Health" Brand shoes!

Their manly shapeliness will endure and acquire character—because it conforms, not to a fashionable fantasy, but to the natural form of your active feet.

And the leather! Rich, supple, stout-hearted. Quality tanned and specially chosen for its purpose.

Workmanship and finish make them 'just the job'—Crockett & Jones' Northampton craftsmen see to that. Prices start at 79/9. Even these staunch soles will one day need repair. By then they'll have earned every penny it costs, whilst the gallant uppers, good for many a long day yet, will deserve the best resoling money can buy.



it will pay you to ask for

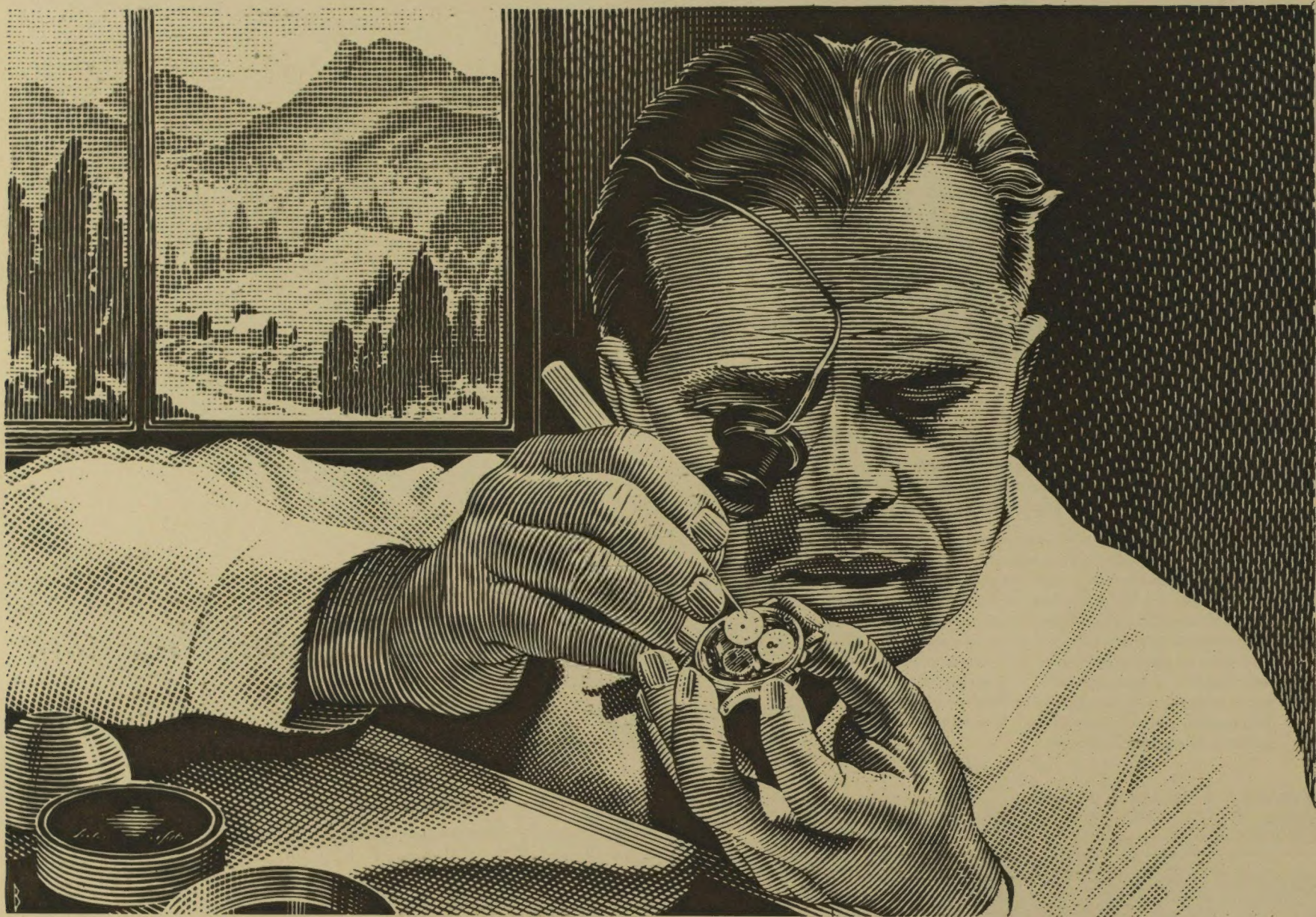
CROCKETT & JONES'

**Health Brand**  
SHOES

Address of your nearest stockist sent on request to  
CROCKETT & JONES LTD · NORTHAMPTON



## TIME IS THE ART OF THE SWISS

*One risk you don't have to take*

Into every tiny part of a fine Swiss jewelled-lever watch goes immense incessant care. Swiss watch craftsmen take no chances.

And you, when you choose your new watch, should take no chances either. What has been made with such care should be chosen with care—and your qualified jeweller is the man to help you.

Your jeweller is a specialist in watches. *Only he* has the full support of the Swiss watch industry. *Only he* can show you how to tell a quality Swiss watch from others. *Only he* can ensure that the watch reaches you in the same perfect condition as it was when its Swiss maker finished it. *Only he* can give it that expert after-care which will ensure you a lifetime of satisfaction.

Don't take a chance. Choose a good Swiss jewelled-lever watch—at your jeweller's.



*Your jeweller's knowledge is your safeguard*

The WATCHMAKERS



OF SWITZERLAND



# THE ILLUSTRATED LONDON NEWS

*The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.*

SATURDAY, SEPTEMBER 27, 1952.



IN CONVERSATION WITH MARSHAL TITO AND HIS THIRD WIFE, MME. YOVANKA BROZ: MR. ANTHONY EDEN, THE FOREIGN SECRETARY, AT A RECEPTION GIVEN IN HIS HONOUR IN BELGRADE DURING HIS VISIT TO YUGOSLAVIA.

Mr. Anthony Eden, the Foreign Secretary, arrived in Belgrade for a week's visit on September 17 after attending the Assembly of the Council of Europe in Strasbourg. Mr. Eden has been engaged in talks with Mr. Kardelj, the Yugoslav Foreign Minister, and on September 18 attended a reception given by Marshal Josif Broz Tito and Mme. Yovanka Broz. The invitations to this reception disclosed that Marshal Tito had married for the third time early this year, his bride being Yovanka Budisavljevic, who holds the rank of major in the Yugoslav Army. She joined Marshal Tito's Partisan Army at the age of seventeen and ended the

war as a lieutenant in the National Army of Liberation. Marshal Tito's first wife, a Russian, died and his second marriage was dissolved. He has two sons and three grandchildren. It was reported that Mr. Eden had brought a personal message from Mr. Churchill to Marshal Tito inviting him to visit London, but Mr. Eden, at a Press conference, refused to comment on the subject. On September 19 Mr. Eden drove out to Avala, twelve miles from Belgrade, to lay a wreath on the memorial there to the Yugoslav Unknown Warrior and later lunched with Marshal Tito at the British Embassy. Mr. Eden arranged to leave by air on September 23 for Vienna.



## THE NAVAL MIGHT OF N.A.T.O.: ASPECTS OF "EXERCISE MAINBRACE."



THE INTEGRATION OF N.A.T.O. FORCES IN "EXERCISE MAINBRACE": A SEA FURY OF A DUTCH SQUADRON TAKING OFF FROM THE BRITISH CARRIER H.M.S. ILLUSTRIOUS.



WAITING FOR THE APPROACH OF THE "ENEMY" FROM THE SEA: MEMBERS OF THE BORNHOLM HOME GUARD, IN DENMARK, GUARDING THEIR OWN STRETCH OF ROCKY COASTLINE.

The North Atlantic Treaty Organisation manoeuvres "Exercise Mainbrace," which opened on September 13 and for thirteen days have ranged over the North Sea and the coasts of Scandinavia, prove that the naval and air forces of several nationalities can be integrated to form a powerful striking force which could bring aid to the Scandinavian countries should they be threatened with invasion. One of the features



EXAMINING THE BEACH BEFORE THE BIG AMPHIBIOUS OPERATION IN "EXERCISE MAINBRACE": U.S. FROGMEN IN NORTHERN JUTLAND AFTER LANDING AT DAWN PRIOR TO THE MAIN ASSAULT.



MANNING A 40-MM. ANTI-AIRCRAFT GUN ABOARD THE DANISH COASTAL DESTROYER WILL ANORS: DANISH RATINGS EN ROUTE FOR THE BALTIC WATCH FOR HOSTILE AIRCRAFT.

of the exercise was a landing by a force of U.S. Marines on the northern coast of Jutland for which a rehearsal was held in the Firth of Forth. The landing was "unopposed" and frogmen formed the spearhead to clear the beach of underwater obstructions. The operations have provided training in convoy escort duties, mine-sweeping, anti-submarine patrols, refuelling at sea, submarine patrols and air strikes

## IN WHICH EIGHT NATIONS COMBINED TO DEFEND SCANDINAVIA.



PRACTISING FOR THEIR AMPHIBIOUS ASSAULT ON THE DANISH COAST OFF THE FIFE COAST: U.S. MARINES CLIMBING DOWN A SCRAMBLE NET TO EMBARK IN A LANDING CRAFT.



ON THEIR WAY TO INTERCEPT "ORANGE" FORCES ATTEMPTING TO ENTER THE GRESUND FROM THE BALTIC: BRITISH MOTOR TORPEDO-BOATS MOVING IN FORMATION THROUGH THE SUND.

from carriers and the warships taking part in the exercise have ranged from the world's largest aircraft carriers and battleships to motor torpedo-boats and midget submarines. The first stage of the manoeuvres centred on the northern coast of Norway, where N.A.T.O. land forces were supposed to be engaged south of Narvik with a Power which had invaded the country by the northern route. Heavy weather, however,



A SHIP-TO-SHIP VISIT FOR CONFIDENTIAL COMMUNICATIONS: THE HELICOPTER BRINGING A MESSAGE FROM TRIUMPH ABOUT TO LAND ON THE FLIGHT-DECK OF ILLUSTRIOUS.



REHEARSING IN LARGO BAY IN THE FIRTH OF FORTH FOR A LANDING ON THE COAST OF DENMARK: U.S. MARINES WADING FOR THE SHORE IN ASSAULT BOATS.

prevented the full striking power of the Carrier Force aircraft from being employed and the striking force of six carriers and two battleships then steamed south for the second stage centring on Denmark. Next month an air exercise in which the R.A.F., Anti-Aircraft Command, aircraft of the Royal Navy, the U.S.A.F. and other N.A.T.O. air forces will participate, is to be held over the United Kingdom.





By ARTHUR BRYANT.

NEWSPAPER captions are wonderful things. The other day my eye was caught by a particularly striking masterpiece of this art of misplaced ingenuity. It read: "Snoopers Praise Women." At first I supposed it might be some reference to a spectator's conduct at a Lady Godiva pageant, but examination of the letterpress showed that it referred to something very different. "Motorists and pedestrians," the reader was informed, "have for months been snooped on by experts from the Road Research Laboratory of the Department of Scientific and Industrial Research." Women, an official of this institution had proclaimed to the world at the British Association meeting at Belfast, were less likely to become road casualties than men. "Men all along the line seem to take bigger risks and more frequently become road casualties than women." The safest pedestrians, it seems, are women between the ages of twenty and forty.

I do not doubt the accuracy of these conclusions and have no wish to challenge them, though what the Laboratory or anyone else can or is likely to do about them passes my comprehension. But I confess that I was startled to learn that there was a Laboratory of Road Research, and I could not help wondering what the cost of it might be. I wondered, too, who paid for it. I suspect the answer is that I do, in, of course, my corporate capacity as a taxpayer!—a capacity in which we all pay for many things without often even being aware of their existence. It would almost be worth while, I suspect, if taxpayers were to employ a Department of Research to ascertain all the curious things they do pay for, so that they could instruct those who call themselves their representatives as to which of them they wish to continue to pay for! I am afraid, as my readers may by now have suspected, that I am a little sceptical about the economic wisdom of the taxpayer supporting a Laboratory of Road Research. There are, no doubt, many excellent reasons why such an institution should exist, but what I cannot help questioning is whether these justify the inevitable sacrifice that has to be made to maintain it. For, in this as in other matters, one thing at least is certain: that those employed by the Department have to be fed, clothed, housed, pensioned and generally supported now and for the rest of their lives by the work of others. Collecting statistics and information about road-users may seem very useful, but, in the harsh world of material realities in which we live, such work—to use an old-fashioned phrase much employed by our grandmothers—"butters no parsnips." The work of the ladies and gentlemen employed by the Laboratory cannot add anything to mankind's resources of food, clothing, shelter and all the other objects which men and women need to keep themselves alive, but which they can only obtain by hard labour. And there is no question but that a great many men and women could do with more food, clothing and shelter, and that a great deal more of these could be produced if there was more labour, and in particular more skilled labour, employed in their production. If, for instance, the employees of the Laboratory of Road Research were skilled agricultural workers and the money at present expended in paying them—and apparently taken from the taxpayer for that purpose—were available to employ them on the land, there would be so much additional food produced from a soil which, because of the present cost and shortage of labour, is being farmed at probably not more than about two-thirds of its full productive capacity. The question to be decided—and there ought to be someone to decide it—is whether the practical services to the community performed by the employees of the Laboratory are worth to the community the reduction in the national ration which their present non-productive employment must involve.

It is, of course, grossly unfair to single out the Laboratory of Road Research for this kind of notice, and I must apologise to the Department

and its employees for doing so. For all I know, it and they may be doing a great deal of most valuable work and be of far greater service to the community than many other departments, branches and officials who are paid for and pensioned by the taxpayer and ratepayer. Indeed, from what I have seen of certain other State-paid activities and officials, I can well believe that this could be so. But the fact does not alter the broad principle for which I am contending: that there ought to be some clear and close relationship between any activity for which human beings are called upon to make sacrifices and its usefulness to them. I cannot see that our present administrative and political machinery provides for that relationship or that there is any sufficient test in these and similar matters as to the value which the public is receiving from the services for which it is paying so lavishly. The extent of the national resources which are being spent to-day on the employment of non-productive officials and activities—for

all of which, no doubt, a good case can be made—can be seen by anyone who takes the trouble to glance through the advertisement columns of any journal that announces current vacancies in State or Local Government employment. It has increased during the past thirty years out of all proportion to any increase in the production of national wealth. And the payment of salaries is, I suspect, only a small part of the deflection of national resources involved in such non-productive activities. To take one small but significant example: it has become impossible in recent years to walk in Hyde Park or, I suppose, in any other London park, without from time to time having to get off the footpath to allow a motor-car to pass carrying some public functionary empowered at the taxpayer's or ratepayer's expense to travel about the park in this way instead of on his feet. Yet a generation ago, such costly interruption to the amenities of the Park was unknown. What is disturbing is the realisation that the parks, though beautifully kept, are no better kept to-day than they were then. The relative cost has increased, but not the service.

What, if any, is the remedy? What is the community, through its democratic institutions, doing or going to do in the matter? In the old days, when the individual citizen's personal earnings and purchasing-power were mainly left in his own pocket for him to expend as he thought fit, the public was left to elect for itself, by this elastic but very real exercise of choice, what forms of activity it would finance and to what extent. In many, though a rapidly diminishing number of activities, this

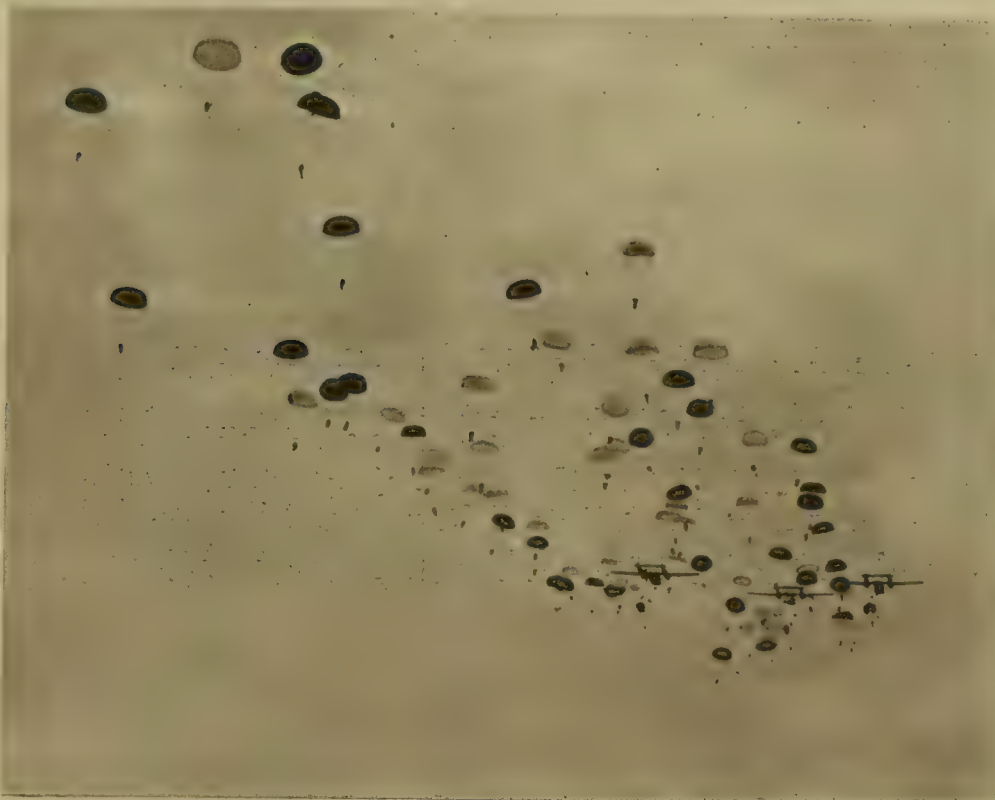
is still the case; in my own profession, for instance—that of literature—the amount of literary production and activity is decided wholly by the amount of money which the ordinary and individual citizen is prepared to devote out of his own resources to the purchase of books. But every year Parliament and the Departments of Government steadily narrow this private exercise of economic choice and discretion. If this process is to continue, it has become, I believe, a matter of vital necessity to the livelihood of the people of this country that those in authority should make a far closer and more balanced scrutiny of the economic value to the community of the activities being financed by it. In their private lives, if disaster is to be avoided, men and women have to exercise a sense of proportion in matters of expenditure and income; and the same is true of a nation. The Chancellor of its Exchequer ought to be something more than the mouthpiece of its Treasury and permanent Secretariat. He ought to be the mouthpiece of that common, or horse, sense which used to distinguish the people of this country, and to insist that such common sense is applied throughout all the complex and innumerable branches of the vast public activity he controls.



"WE WILL REMEMBER THEM": SCHOOLCHILDREN OF OOSTERBEEK LAYING FLOWERS ON THE GRAVES OF AIRBORNE SOLDIERS WHO FELL IN ACTION AT THE BATTLE OF ARNHEM IN SEPTEMBER, 1944—A CEREMONY ATTENDED BY MORE THAN 200 PILGRIMS FROM ALL PARTS OF BRITAIN HEADED BY MAJOR-GENERAL R. E. URQUHART, WHO COMMANDED THE 1ST AIRBORNE DIVISION IN THE OPERATION. On September 17 a memorial service was held at the Airborne Cemetery at Oosterbeek attended by 200 pilgrims from all parts of Britain to commemorate those who fell in action at the Battle of Arnhem, which began on September 17, 1944. The cemetery receives special care from the local inhabitants and each grave has its own child guardian who is responsible for tending it throughout the year. These children attend the memorial service and each brought a bunch of freshly-cut flowers to place on the grave for which he or she is responsible. Later the British pilgrims and thousands of Dutch citizens went in procession through the streets to the bridge of Arnhem.



# "HOLDFAST" AND "EQUINOX": N.A.T.O. MANŒUVRES BY LAND AND AIR IN NORTH AND SOUTH GERMANY.



"WEEK-END PARATROOPERS" IN A PERFECT DROP: A COMPOSITE BATTALION OF TERRITORIALS LANDING IN GERMANY DURING THEIR THREE-DAY PARTICIPATION IN "EXERCISE HOLDFAST."



MEN OF THE KING'S ROYAL RIFLE CORPS ADVANCING THROUGH A SMOKE-SCREEN NEAR BAD DRIBURG, DURING THE HUGE "EXERCISE HOLDFAST" IN THE BRITISH ZONE OF GERMANY.



IN THE FRANCO-AMERICAN MANŒUVRES IN THE RHINE VALLEY: FRENCH PARACHUTE TROOPS, PART OF A GROUP OF 1000, DROPPING IN A RHINE CROSSING DURING THE COURSE OF "EXERCISE EQUINOX."



BRITISH ARMOUR IN "EXERCISE HOLDFAST": A CAMOUFLAGED SELF-PROPELLED GUN ON A UNITED STATES M10 MOUNTING MOVING PAST A MOBILE COMMAND-POST OF THE "GREENLAND" FORCES, INVADING "BLUELAND."



"GREENLAND" INVADERS "BLUELAND": A BRITISH CENTURION TANK, PART OF A "GREENLAND" ARMoured COLUMN, MOVES THROUGH A GERMAN VILLAGE IN THE FIRST STAGES OF "EXERCISE HOLDFAST."

Parallel with the large-scale N.A.T.O. "Exercise Mainbrace" by sea and air, extensive land manœuvres by N.A.T.O. forces were taking place in Germany. On September 17 the Franco-American "Exercise Equinox" opened in the Rhine valley, with 95,000 troops, most of them French, taking part with tanks, aircraft and ships of the Rhine Flotilla. On the same day in the British Zone "Exercise Holdfast" opened with 55,000 British troops, 60,000 Belgian, 25,000 Dutch, 6000 Canadian, with Norwegian and Danish contingents. The general form of

this exercise was an invasion of "Blue land" by "Greenland," across the "frontier" formed by the River Weser. One of the most interesting features of this exercise was the week-end use of Territorial parachute troops from Britain. A composite battalion, about 400 strong, of the 46th Parachute Brigade of the 16th Airborne Division (men from Liverpool, South Wales and Renfrew) were flown out, and despite bad weather, made a perfect drop. After their part in the exercise they were flown back to Britain to resume civilian life on the Monday (Sept. 22).



(RIGHT.) THE BEGINNING OF A NEW ERA OF PILOTLESS AERIAL ATTACK: A ROBOT GRUMMAN *HELLCAT*, CARRYING TELEVISION CAMERAS AND A 2000-LB. BOMB, TAKES OFF FROM THE DECK OF THE U.S. CARRIER *BOXER*, OFF THE KOREAN COAST . . .

ON September 18, at Tokyo, a U.S. Navy spokesman revealed that pilotless aircraft, television-controlled from a "mother" aircraft, had been used in operational attacks on selected targets in Northern Korea. Lieut.-Commander L. Kurtz, commanding officer of the guided missile wing of the U.S. Navy's first operational guided missile unit, described the success of a number of missions of this kind which had been made from the U.S. aircraft-carrier *Boxer* during the previous month. The principle of one pilotless

[Continued below, right.]



(ABOVE.) THE ROBOT *HELLCAT* (RIGHT) FLIES ON ITS MISSION, WHILE THE IMAGE REGISTERED BY ITS TELEVISION CAMERAS IS FOLLOWED IN THE RECEIVER OF THE CONTROL AIRCRAFT (LEFT) WHICH FOLLOWS AND GUIDES IT TO ITS TARGET.

[Continued.] aircraft being "flown" by another piloted aircraft is the same as the "Queen Bee and Drone" experiments carried out in this country in 1935; but the principle has been carried a stage further. The pilotless aircraft, an obsolescent Grumman *Hellcat*, carries a 2000-lb. bomb and several television cameras. The "mother" aircraft carries a television screen, in which the pictures "seen" by the robot are followed. As the target is approached, the robot can be manoeuvred with the greatest precision by the "mother" (from a considerable distance and out of range of enemy attack) right into the target.

(ABOVE.) THE PILOTED CONTROL AIRCRAFT (LOWER RIGHT) TURNS AWAY AFTER GUIDING THE PILOTLESS ROBOT INTO ITS OBJECTIVE—THE MOUTH OF A RAILWAY TUNNEL IN NORTH KOREA—WHERE IT EXPLODES WITH DEVASTATINGLY ACCURATE EFFECT.



(RIGHT.) THE CONTROL AIRCRAFT, HAVING GUIDED THE ROBOT INTO ITS TARGET BY MEANS OF ITS TELEVISION SCREENS, RETURNS, AFTER ITS SUCCESSFUL MISSION, TO THE FLIGHT-DECK OF U.S.S. *BOXER*.

THE BEGINNING OF ROBOT AERIAL WARFARE: PILOTLESS GUIDED AIRCRAFT USED FOR THE FIRST TIME IN WAR.



CAPSULE IN NORMAL POSITION IN THE AIRCRAFT.



CAPSULE CLOSED, IMMEDIATELY PRIOR TO EJECTION.



EJECTED CAPSULE CONTAINING PILOT, JUST PREVIOUS TO OPENING OF PILOT PARACHUTE.



JETTISONED CANOPY.

THE PARACHUTE IS AUTOMATICALLY RELEASED AS SOON AS THE CAPSULE TOUCHES GROUND.



# "PACKED AND DELIVERED": THE NEW U.S. ESCAPE CAPSULE FOR HIGH-SPEED AIRCRAFT PILOTS, AND HOW IT WORKS.

The "baling-out" of the crew of a stricken aircraft is a practice familiar to all and has in the past saved many lives. But now, owing to the high speed and high altitude at which most military aircraft operate, it is a much more complicated business. In the first place, the high speed makes an ejector mechanism necessary, so that the airman may be thrown clear of the aircraft's slip-stream; and in the second, the high altitude necessitates some form of protection during the free fall through the rarefied and intensely cold stratosphere. Both these needs are supplied in the escape capsule which has been developed by the U.S. Navy after considerable experiment, and which is illustrated above. In normal use the capsule is a canopied seat. In emergency the pilot draws in his feet and legs and pulls a lever. This closes the capsule, the lower half closing upwards, the

upper half downwards. When this is complete, the capsule is ejected from the falling aircraft, the bubble canopy over the cockpit having been previously jettisoned. The capsule, with pilot inside, equipped with oxygen apparatus, first falls free, then the pilot parachute is automatically released, and this, in its turn, opens out the main parachute, which provides the gentle fall. As the shock-absorbers of the capsule touch ground, the parachute is automatically cast off, the pilot pulls his release lever, the capsule opens and the pilot steps out. In this country highly efficient ejector seats are provided in all jet fighters and bombers; but not in civil aircraft, where the weight would render them uneconomic and where, in any case, the incidence of accidents at high altitudes is so exceedingly low as to render them unnecessary.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



## FROM LANGLAND TO YEATS—A PROGRESS OF POETS.

"POETS OF THE ENGLISH LANGUAGE"; EDITED By W. H. AUDEN and NORMAN HOLMES PEARSON.\*

An Appreciation by SIR JOHN SQUIRE.

N.B.—The illustrations on this page are not reproduced from the book.

"THIS," says the publisher, "is the first general edition of the British poets to appear for more than a quarter of a century. Since Ward's *English Poets* went out of print a whole generation has grown up with nothing on which to assess the corpus of English Poetry except odd volumes of individual poets, few of which are still in print, and single-volume anthologies which are inevitably restricted to shorter poems and fragments of longer ones." "The British poets" are mentioned, and "the corpus of English poetry": there is, in each volume, a "Calendar of British and American Poetry," "Q," when he compiled "The Oxford Book of English Verse," was content to use the word "English" as applied to verse written in the English language. That book, although weak in its representation of the eighteenth century and "Q's" own contemporaries, still seems to me the best introduction to English poetry for a boy or girl who wants to be given clues to the variegated labyrinth. This new, gigantic ragbag seems to me to fall between several stools.

Considering the size of it, it might have been expected to "cover the ground" and give samples of every poet with enduring qualities: it does not—there is, to take one example out of many, not one line of that enchanting Elizabethan, Nicholas Breton whose name, nevertheless, occurs several times in the "Calendar." Endeavouring to supersede Ward, the editors might have followed his example and given a certain amount of biographical and bibliographical information about the chosen poets: they do not; they do not even supply notes; they merely bombard us in each volume with facile historical summaries and adolescent audacities, such as: "Only stupid people are without affectations and only dishonest ones think of themselves as rational. In literature, as in life, there can be no growth without them, for affectation, passionately adopted and loyally obeyed, is one of the chief forms of self-discipline by which the human sensibility can raise itself by its own bootstraps." I can imagine the grins and growls with which the major English poets would have greeted those words, had they been confronted with them. Again, as to comprehensiveness. The area from which selection has to be made is so vast, and human tastes are so varied, that it is never quite sensible to search an anthology for omissions, instead of being grateful for what we are given. But the omissions in this gigantic compendium are glaring, and we can quite reasonably urge that room could have been afforded many of the omitted had the editors not (for instance) chosen to bump their volumes out with a complete transcription of Shakespeare's "Antony and Cleopatra," and the whole of "Everyman," "Samson Agonistes" and (though this at least indicates their catholicity) "The Hunting of the Snark."

Had these great slabs been omitted (and anybody who is likely to acquire these volumes is sure to be familiar with them), there would have been room for many considerable poets who are completely unrepresented. This applies to Americans as well as to Englishmen. Quiller-Couch did give a nod in a Transatlantic direction: he included a few poems by Whittier, Longfellow and Whitman, to indicate the fact that he was aware that good English verse had been written in America. In these volumes the poets of America are more fully represented. Bryant is here (though not "Thanatopsis"), and Philip Freneau, with his "Indian Burying Ground" and others; and the fuliginous Herman Melville, and a really impressive selection from the unique Emily Dickinson. Anne Bradstreet is here (presumably for archaeological reasons, as she was mid-seventeenth century), and that greatly neglected poet whose very name should have saved him from oblivion, Jones Very. Of the three outstanding American moderns, Robert Frost is omitted because he is still alive, and the sedate, quiet, charming Edwin Arlington Robinson,



A PICTURE FOR WHICH THE DUTCH GOVERNMENT OFFERED THE SUM OF £3000: "DE LARENDE TRUMPETER," BY HAN VAN MEEGEREN.

A current art exhibition in Jersey includes two pictures by the Dutch artist, Han van Meegeren, which we reproduce here. "De Larende Trumpeter" was so highly thought of by the Dutch Government that they are reported to have offered £3000 to the owner for it, but this offer was refused. There are only four pictures in England by Van Meegeren, who died in Amsterdam on December 30, 1947, aged fifty-eight. On November 12 he had been sentenced to a year's imprisonment for having sold false Vermeers and De Hooghs, which, on his own confession, were painted by himself. In proof, Van Meegeren painted another "Vermeer" under the eyes of witnesses and produced "Jesus Teaching in the Temple," which was exhibited at the trial with other pictures. Van Meegeren denied fraud, but said he had painted the pictures to demonstrate the ignorance of art experts.



PAINTED BY THE DUTCH ARTIST WHOSE "VERMEERS" AND "DE HOOGHS" DECEIVED THE MOST EMINENT ART EXPERTS: "A PAINTER IN HIS STUDY," BY HAN VAN MEEGEREN.

who could analyse in a Browningsque way but could also sing, is represented, though not (as I think) adequately. But there isn't a line of Vachel Lindsay. And Edith M. Thomas is missing, and Sarah Teasdale, and (to go farther back) Julia Ward Howe, whose "Battle Hymn of the Republic" was not her only resounding poem. Even Bret Harte does not appear; and surely "The Heathen Chinee" has as much right to inclusion as "The Hunting of the Snark"?

The series opens with Langland; "Sumer is icumen in" does not appear, presumably because the editors were straining to avoid the obvious. -All the way through I have found great gaping holes in the selections; and, although I am aware that no two anthologists can entirely agree, I cannot but say that, in my opinion, this "first general edition of the British poets to appear for more than a quarter of a century" has been conceived in a disorderly and unsystematic way. The five volumes are quite inadequate as a reference library about the English poets: and they would be useless as a present to a young person who wished to find his way about the poetical riches of the past, because the omissions are flagrant and the information given is roughly nil.

Yet the volumes are full of delight, when one has insisted that the ground isn't covered and the desirable information is not conveyed. Much which might have been included has been overlooked, and a great deal of generalising nonsense is talked in the introductory essays. But there is very little bad work in these five fat volumes; and if the reader, forgetting all the claims for the work, is content merely to browse at random, he will find constant surprises and enduring pleasure.

A "nest of singing birds" this England has always been, since recorded history began. In the "Exeter Book," which is a collection of Anglo-Saxon writings, there is a poem with the refrain (it was translated by Charles Scott-Moncrieff): "All things pass, this also will pass," and through all the centuries since, the English awareness of the brevity of life and the greatness of the gift of life has been expressed in sad, jolly and gallant song. Of late there has been a scarcity of all that. Future historians will doubtless have explanations for the disappearance of beautiful English verse in the third, fourth and fifth decades of the twentieth century: they may put it down to the pressure of the Income Tax, the burden of the "Welfare State," or the failure of the League of Nations and U.N.O. to realise the Shelleyan dream of universal peace and charity and co-operation.

But there have been flat periods before this. Blake, in the eighteenth century, lamented that the pipes were weak and the sounds were few. "Resurgam" has always been the English motto; and we shall sing again, unperturbed by the traditional accusation that we are "a nation of shopkeepers"—as though any nation, since barter began, was ever anything else. The great mass of our population, alas, is unfamiliar with the poetry produced by their fellow-countrymen. Yet many, who will never see these volumes, have been fortified by fragments of English verse. I have known men who, otherwise not well read, have quoted to me chunks of Goldsmith and Scott, brave lines cherished because of their value in this transitory life. Boys of my own generation, who certainly would not have claimed to be "literary," were assisted in daily life by remembered verses from Macaulay's "Lays of Ancient Rome" and by such later works as Kipling's "Ballad of East and West," which does not appear in these pages. Certain poems of Henry Newbolt also inspired the young of my time. Newbolt does not appear in these pages. He was better than Anne Bradstreet.

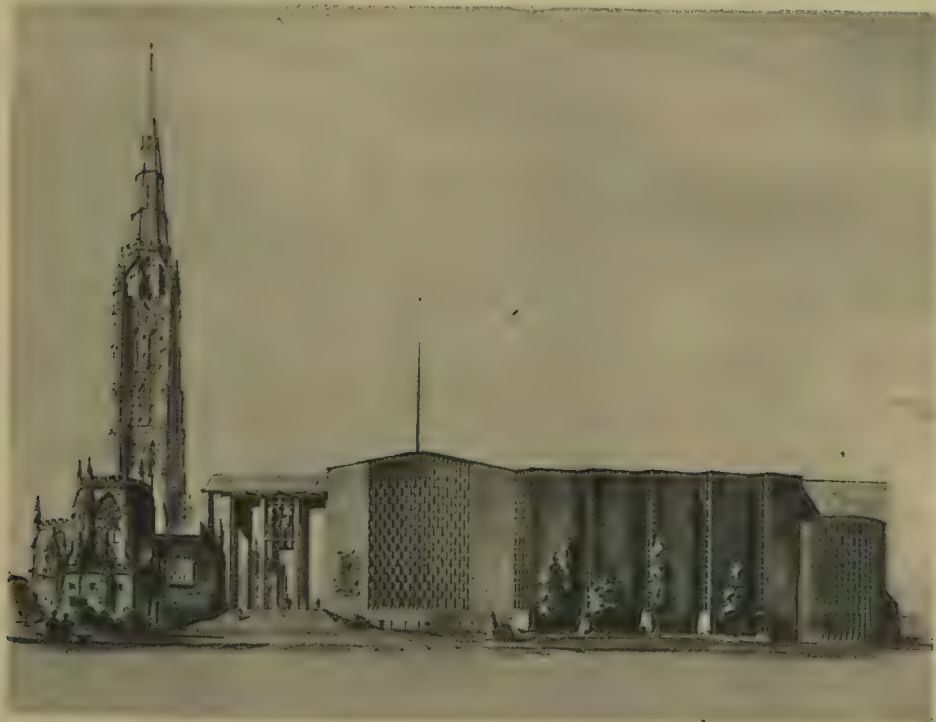
As the book has been printed in England, I think English spellings might have been used. The spelling "meter" suggests to English minds some man coming round from the gas company.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 518 of this issue.

\* "Poets of the English Language. A new collection, in five volumes, of our heritage of great poetry from the past 600 years." Edited by W. H. Auden and Norman Holmes Pearson. (Eyre and Spottiswoode; 15s. per volume.)



# AMENDMENTS TO COVENTRY CATHEDRAL'S DESIGN: SOME CHANGED ASPECTS.



THE NEW AND APPROVED PLAN FOR COVENTRY CATHEDRAL: (UPPER) A NEW DRAWING OF THE EAST FRONT, WITH. (BELOW) THE ORIGINAL DESIGN OF THE SAME FRONT. THE LINKING PORCH HAS BEEN ALTERED, THE ZIGZAG EFFECT REDUCED AND THE WINDOWS REDUCED IN SIZE AND INCREASED IN NUMBER.



A DRAWING OF THE INTERIOR, SHOWING THE VAULT OF THE ROOF IN ITS AMENDED FORM: THE ORIGINAL DESIGN CAN BE SEEN IN MR. SPENCE'S PAINTING BELOW.



THE NEW VERSION OF THE WEST FRONT, SHOWING THE AMENDED CHAPEL OF UNITY (CENTRE) AND THE RE-DESIGNED PORCH LINKING THE NEW WITH THE ANCIENT AND RUINED CATHEDRAL.

ON September 15 amendments to the original design of the new Coventry Cathedral were announced by the architect, Mr. Basil Spence, F.R.I.B.A., and these amendments have been approved by the Cathedral Reconstruction Committee. We show on this page, in drawings and paintings by Mr. Spence of certain aspects of both original and amended designs, how the alterations affect the eventual appearance. The most obvious change is in the porch linking the new Cathedral with the old, the new porch being radically different from the old. The zigzag effect of the east and west walls has been modified, the number of windows being very much increased, but the size of them considerably reduced in order to incorporate stained glass from the old Cathedral. The Chapel of Unity, which is to lie on the west side, has been lightened in design, though the "Crusader's tent" form is retained. In the interior, three of the chapels have been re-designed, and the vaulting of the roof has been altered. The columns supporting this roof are to be tapered to ground-level and may be poised on ball-bearings or crystals.



THE ORIGINAL VERSION OF THE INTERIOR OF COVENTRY CATHEDRAL, NOW AMENDED IN RESPECT OF THE VAULTING AND THE DESIGN OF THE PILLARS.



## THIS MECHANICAL AGE: ENGINEERING AND OTHER DEVICES OF SCIENCE.



THE "JET JEEP": THE SMALLEST HELICOPTER EVER CONSTRUCTED FOR THE U.S. ARMY, SEEN IN FLIGHT DURING A RECENT DEMONSTRATION.

A tiny one-man helicopter, the XH-26, which has been built for the U.S. Army by the American Helicopters Company, was demonstrated at Torrance, California, on September 15. It is driven by two simple pulse-jets, burning petrol, paraffin or Diesel oil, has a maximum speed of 80 m.p.h., can stay aloft for an



PACKED UP AND READY FOR ROAD TRANSPORT: THE "JET JEEP" DISMANTLED AND LOADED INTO A TRAILER. IT CAN BE REASSEMBLED BY TWO MEN IN 20 MINS. IT IS ECONOMICAL TO USE AND TO PRODUCE.

hour and a half, and carry a load twice its own weight. It is designed for use by a single combat infantryman, and is of great simplicity in operation. It can be rapidly dismantled and packed in a trailer, and seems destined for use as a kind of aerial jeep.

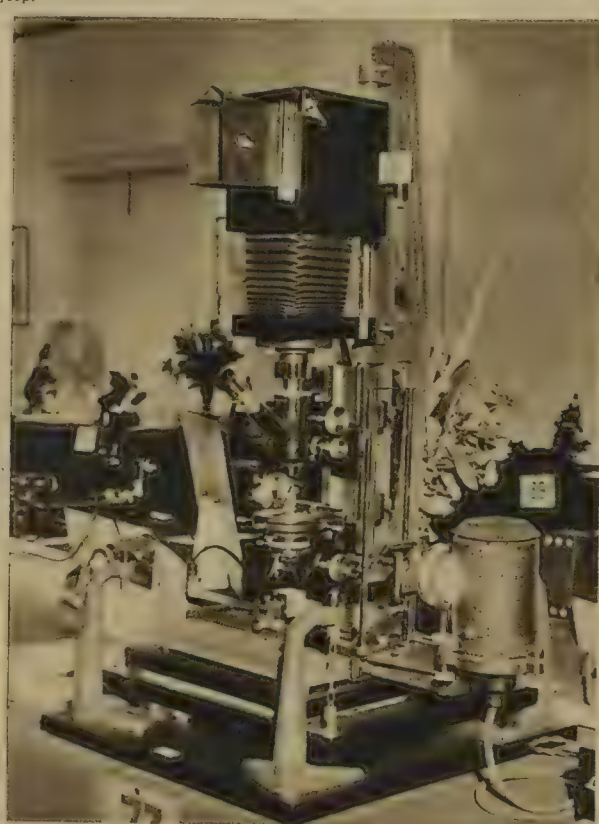


AT A LONDON EXHIBITION DESIGNED TO ILLUSTRATE THE IMPORTANCE OF THE MICROSCOPE IN INDUSTRY AND RESEARCH: A MICRO-PROJECTOR SHOWING THE AMOUNT OF AIRBORNE COAL-DUST.



A NEW DEVICE TO REPLACE THE SHUNTING HORSE: A LIGHT SHUNTING UNIT DEMONSTRATED BY BRITISH RAILWAYS.

A display of freight rolling stock was opened at Battersea Wharf Goods Depot by the Minister of Transport, Mr. A. T. Lennox-Boyd, on September 17. It demonstrates the modern devices which British Railways employ for dealing with all kinds of freight, and the mechanical means which are now used for handling it.



AT "THE MICROSCOPE IN INDUSTRY AND RESEARCH" EXHIBITION AT THE HORTICULTURAL HALL: A PHOTO-MICROGRAPHIC CAMERA USED FOR VIEWING DIAMOND POWDER USED FOR MAKING DIAMOND DIES FOR LAMP FILAMENTS.



AN ASSEMBLY OF MACHINERY VALUED AT MORE THAN £10,000,000: A GENERAL VIEW OF THE INTERNATIONAL MACHINE TOOL EXHIBITION IN THE NATIONAL HALL, OLYMPIA. THE EXHIBITION WILL BE OPEN UNTIL OCTOBER 4. The International Machine Tool Exhibition opened at Olympia on September 17. The displays of the 700 firms taking part weigh about 6000 tons, and took more than a fortnight to assemble. They range from a horizontal boring and milling machine weighing 105 tons, to instruments which can be lifted with one hand. British firms have supplied 651 of the 1300 major machine tools displayed, but there is strong competition from ten other countries, especially Germany.



CATCHING RARE MOTHS: MR. F. J. CHITTY, OF MEREWORTH, HASTINGS, EXAMINING HIS MERCURY-VAPOUR LIGHT-TRAP, WHICH COLLECTS THOUSANDS OF MOTHS EVERY NIGHT.

Mr. F. J. Chitty, of Mereworth, Hastings, cultivates rare specimens of moths and butterflies. He gets eggs and cocoons from all over the world, and has thousands of caterpillars in his garden. His customers are chiefly collectors and universities.



# THE FEDERATION OF ETHIOPIA AND ERITREA: CEREMONIES IN ASMARA AND ADDIS ABABA.



REPLYING TO SPEECHES AFTER HE HAD RATIFIED THE ACT OF FEDERATION OF ERITREA WITH ETHIOPIA ON SEPTEMBER 11: THE EMPEROR HAILE SELASSIE, WITH THE EMPRESS.



THE ETHIOPIAN COAT OF ARMS REPLACES THE ITALIAN EMBLEM ON THE GOVERNOR'S PALACE IN ASMARA, ERITREA.



(ABOVE.) ANNOUNCING THE FEDERATION OF ERITREA WITH ETHIOPIA: THE EMPEROR HAILE SELASSIE ON THE BALCONY OF THE MENELIK PALACE IN ADDIS ABABA.

(RIGHT.) THE END OF THE BRITISH TRUSTEESHIP OF ERITREA: A VIEW OF THE UNION FLAG BEING LOWERED AT ASMARA.



SIGNING THE PROCLAMATION ENDING BRITISH TRUSTEESHIP IN ERITREA AT ASMARA ON SEPTEMBER 15: MR. D. C. CUMMING, THE BRITISH CHIEF ADMINISTRATOR, WITH (L. TO R.) H.E. BITWODED ANDARGATCHAW MESSAI, THE EMPEROR'S SON-IN-LAW AND REPRESENTATIVE IN ERITREA, SIR FREDERICK PEARCE, MR. E. BENNETT AND MR. FRANK STAFFORD.



THE RATIFICATION OF THE ACT OF FEDERATION OF ERITREA WITH ETHIOPIA: THE EMPEROR HAILE SELASSIE SIGNING THE DOCUMENT ON SEPTEMBER 11 IN ACCORDANCE WITH THE U.N. RESOLUTION OF DECEMBER 2, 1950.

At a ceremony in Addis Ababa on the morning of September 11, the Ethiopian New Year's Day, the Emperor Haile Selassie ratified the Act of Federation of Eritrea with Ethiopia and thereby brought into effect the Constitution of Eritrea which was adopted by the Eritrean Representative Assembly on July 10. The transfer of power by the outgoing British Administration of Eritrea to the Federal Government and the Eritrean Government took effect at midnight on September 15-16, after a day of ceremonies in Asmara, during which the Union Flag was lowered. The British Administration have governed the former Italian colony of Eritrea for over ten years, the original Military Administration having stepped in to avert famine and restart the broken economy in 1942. It was announced on September 16 that the Emperor of Ethiopia would visit Eritrea in the first

week of October to see his new subjects and meet those Eritrean leaders who have not been able to go to Addis Ababa. The Federal Council, when formed, will hold its meetings in Addis Ababa and about twenty British officials are remaining to serve the new régime. The Red Sea ports of Massawa and Assab will give Ethiopia a much-needed outlet to the sea.



NORFOLK, Virginia, and its neighbourhood, constitute one of the outstanding examples of American rearmament and preparation for defence and of the giant strides these have taken since the outbreak of the Korean War. Army and Air Force are both represented, but the Navy predominates. The whole life of the city is bound up with the Navy. Some industries exist, and Norfolk is a great coal port, on which three railways tapping coalfields converge, with favourable gradients which make the carriage remarkably economical. Yet without the Fleet, Norfolk would find itself in poor case, with heavy unemployment and a deep slump in real estate. This has indeed occurred in the past, notably after the First World War. At the moment, Norfolk is booming, but it is the artificial boom created by rearmament. Were such a happy event as the easing of international tension to occur, the running-down of naval activity here would have to be carefully controlled if financial disaster were to be avoided.

To begin with, Norfolk houses Admiral Lynde D. McCormick's double headquarters, the international N.A.T.O. organisation known as "Saclant," which is the equivalent of General Ridgway's army headquarters in Europe, and the command of the United States Atlantic Fleet, Cinclant Fleet. Norfolk contains also one of the world's largest naval bases. Here, a couple of days before writing this article, I saw the giant aircraft carriers *Franklin D. Roosevelt* and *Midway* taking aboard aircraft and stores before putting to sea to take part in Exercise "Mainbrace." Then there is the Hampton Roads Port of Embarkation, an army organisation of absorbing interest by reason of its labour-saving devices, its cranes, derricks, fork-lifts and pallets. It can take 500 freight-cars a day, and is concerned with shipping to Europe for American and Allied needs, as well as to the new Greenland Base, a vast quantity of military equipment and stores. Another very large establishment is the Amphibious Base and Training Command. Again furnished with equipment which would turn British fighting forces green with envy, it undertakes the training of elements of the Navy, Army, Marines and Air Force for amphibious operations. There is the Tactical Air Command at Langley Field, in touch with the Navy at Norfolk and the Army Field Forces at Fort Monroe.

The other great organisation which I visited is the Norfolk Navy Shipyard, Portsmouth. In this, ancient history and extreme modernity are blended. In every major war in which the United States has been engaged—that of American Independence, the War of 1812, the Civil War, the Spanish War, the First World War and the Second World War—this shipyard has played its part. The changes in the flags flown from its staff have been as follows: 1767, the Union Flag; 1775, the flag of Virginia in revolt; 1794, the flag of the United States; 1861, the flag of Virginia, in secession, but not yet having joined the Confederacy; 1861, the flag of the Confederate States; 1862, the flag of the United States. The yard has been burnt in 1779 by the British—who tried to seize it again in 1813—by the Federal authorities in 1861, and by the Confederate Navy when it evacuated the place in 1862. Yet the handsome house of the Commander, where I had tea with Rear-Admiral David H. Clark and his wife, is over a century-and-a-quarter old. The smallest of the numerous dry-docks, built of huge granite blocks, was begun in 1827, but remains in regular use. In it the steam-ship *Merrimac*, burnt and sunk by the Federals on abandoning the yard, was re-created as the first armoured vessel in the New World.

In shipbuilding the Norfolk Navy Shipyard has a remarkable history, from the frigate *Chesapeake*, captured by H.M.S. *Shannon* off Boston in 1813, to the battleship *Alabama* of the Second World War. In recent times, however, its main functions have been those of overhaul and repair—always the chief work of a navy yard—and the wholesale reconstruction of battleships, which was such a feature of the years of developing armament and rising cost of building between the two World Wars. Two of the Pearl Harbour battleships were thus modernised at Norfolk, and one of them, the *Nevada*, was again reconstructed after being beached during the Japanese attack. To-day, the latest and biggest of the dry-docks can take any ship afloat, including the *Franklin D. Roosevelt*

## A WINDOW ON THE WORLD. NORFOLK NAVY SHIPYARD, PORTSMOUTH.

By CYRIL FALLS,

*Chichele Professor of the History of War, Oxford.*

and *Midway*, as well as the great liners *America* and *United States*. For those with a taste for statistics I will add that the yard has 44·2 miles of railway-track, with nine locomotives and 254 cars; 30·64 miles of paved streets and roads; and 350 cranes and derricks. Thus, from the little careening ground of the early seventeenth century on the Elizabeth River—named, not after the Queen of England, but after the Winter Queen of Bohemia—has grown up one of the biggest of the world's shipyards.

The yard also contains two shipbuilding ways, but, as I suggested earlier, the building phase seems to be over for the time being. Newport News, not far distant, where the *United States* was built, plays a great part also in major naval shipbuilding. The last great ship built in the navy yard was, if my information is up to date, the aircraft carrier *Tarawa*, 27,000 tons, which was launched too late to take part in the Second World War. At the time of my visit the only vessels under construction were wooden minelayers, specially built on a non-magnetic principle, and there had been some trouble in finding men

production measured in man-hours is greater now than then. The facilities and devices, in particular the lifting devices, in which the United States is far ahead of any other nation in the world, enable the individual worker to accomplish far more in a given time than the worker of the First World War. In other words, the yard must be considered as working in semi-war conditions at a time when there is no general war. Such a state of affairs has occasionally occurred in other countries, but it is foreign to the ideas and traditions of the United States. It proves how deeply stirred the Government and the nation have been by the Korean War and its implications. That act of aggression has indeed brought an angry and determined response.

It would be unwise to consider this great American effort in terms of American strength in Europe. Some of it is connected with the Korean War. The Tactical Air Command, mentioned earlier, is, for example, continually training units for Korea. A great part of the effort is a general training programme, with no particular reference to any possible theatre of war. Another part of it is concerned with the defence of the United States. This aspect of defence is naturally always to the fore in the minds of planners, not only for the obvious human reasons, but because it is recognised that a knock-out blow delivered against that Power would inevitably destroy the whole defensive structure of the free world. In any case, I cannot too strongly insist that American participation in

European defence is a matter which can never be regarded as definitive and unalterable. It is subject to internal politics and the mood of the people. Fortunately for Europe, the two presidential candidates do not stand far apart on this question, whatever their other differences. The military authorities naturally make plans for American reinforcement of Europe in the event of emergency or war, but the extent to which those plans could be implemented would depend upon the early developments of the war and in the last resort upon the will of the American people.

If, however, American military policy remains in the melting-pot, there is no mistaking either the determination which inspires it or the weight of the sacrifices which it involves. Americans are deeply conscious of the dangers of the times, perhaps even more so than our own people. They are beginning to take the question of civil defence very seriously, though the latest figures before me show that only 18 per cent. of the number of civil defence workers considered necessary have as yet been enrolled. The Director of Defence Mobilisation considers that, in the event of attack, a strong civil defence organisation may save 50 per cent. of the lives which might otherwise be lost, reduce

the destruction of property, and maintain the flow of munitions and food needed by the armed forces. Officials and instructors trained at schools run by the Federal Defence Administration are now training workers in the States and in local communities.

Another aspect of the Norfolk Navy Shipyard is the proof it affords that the United States Navy still receives a considerable, if diminished, share of the defence budget. About 200 yards are doing some work on naval rearmament. The huge carrier *Forrestal* is to be built. An old class of carriers, known as the *Essex*, is being converted to handle the heavier and faster jet aircraft, and work on four of them has been completed. Two cruisers are being converted for the launching of guided missiles. I must end with a word on the less pleasing topic of Service rivalries. Undoubtedly these survive in great strength and might at any time flare up, as they have in the past. They appear, however, to be less insistent at the moment than they have been since the war, and I do not think it is an exaggeration to say that at middle and lower levels they are hardly to be noticed. The Air Force, for example, will, at quite a high level—though this may not apply to all its officers—admit the useful function of the carrier in certain waters, while declaring that the battleship is obsolete in present circumstances. One senior Air Force general put it to me that these matters must always be under review, that the final arbiters must be independent and unprejudiced, and that they must therefore be civilians. He admitted that civilians of the necessary calibre were hard to find.



CONTAINING ONE OF THE WORLD'S LARGEST NAVAL BASES, THE AMPHIBIOUS BASE AND TRAINING COMMAND, AND ADMIRAL LYNDE D. MCCORMICK'S DOUBLE HEADQUARTERS, "SACLANT," AND THE COMMAND OF THE UNITED STATES ATLANTIC FLEET: AN AERIAL VIEW OF NORFOLK, VIRGINIA. In the article on this page Captain Cyril Falls, who is at present in the United States, describes a visit to Norfolk, Virginia, a city which, he says, constitutes one of the outstanding examples of American rearmament and preparation for defence. Norfolk was laid out in 1688 to be a centre of trade, and in 1776 was bombarded by British ships under Lord Dunmore and the town was set on fire. It was rebuilt after the Revolution and, though attacked in the War of 1812, was successfully defended. Norfolk became a city in 1845, and in the opening months of the American Civil War the Navy Yard was burned and abandoned by the Union forces, and the city remained in Confederate hands until May, 1862.

Photograph by Fairchild Aerial Surveys, Inc.

capable of building with wood. The yard started with little sailing-ships built of the local oak; now it is back to wood once more. At the same time, it is extremely busy, and if called upon for the task could doubtless build big warships again.

I began by saying that its activity and that of the other establishments here has been rapidly heightened by the Korean War. Whatever the future may hold in its lap, that event will always stand for a decisive change in the mood of the United States and for the striking American rearmament which began almost immediately. I am certain, for example, that no one in the United Kingdom, apart from a limited informed circle, has any conception of the growth of the United States Navy in the last two years, or of the extent to which the "moth balls" have been removed from its reserve units and they have been brought back to active service. Everywhere the story is the same. It can be read perhaps in its most significant form in the calling-up of reservists and the heavy sacrifice this has involved for many individuals starting or restarting civil careers. I will, however, tell a little more of it in terms of the Norfolk Navy Shipyard.

Employment in the yard reached the highest it had ever attained in February, 1919, a figure of 11,234. Thereafter it dropped to a trifling figure. The peak figure of the Second World War, reached in February, 1943, was 42,893. Again it shrank after the war. To-day the figure is, I understand, between 14,000 and 15,000; that is, considerably greater in what is sometimes called "peacetime" than it ever was during the First World War. It must also be noted that



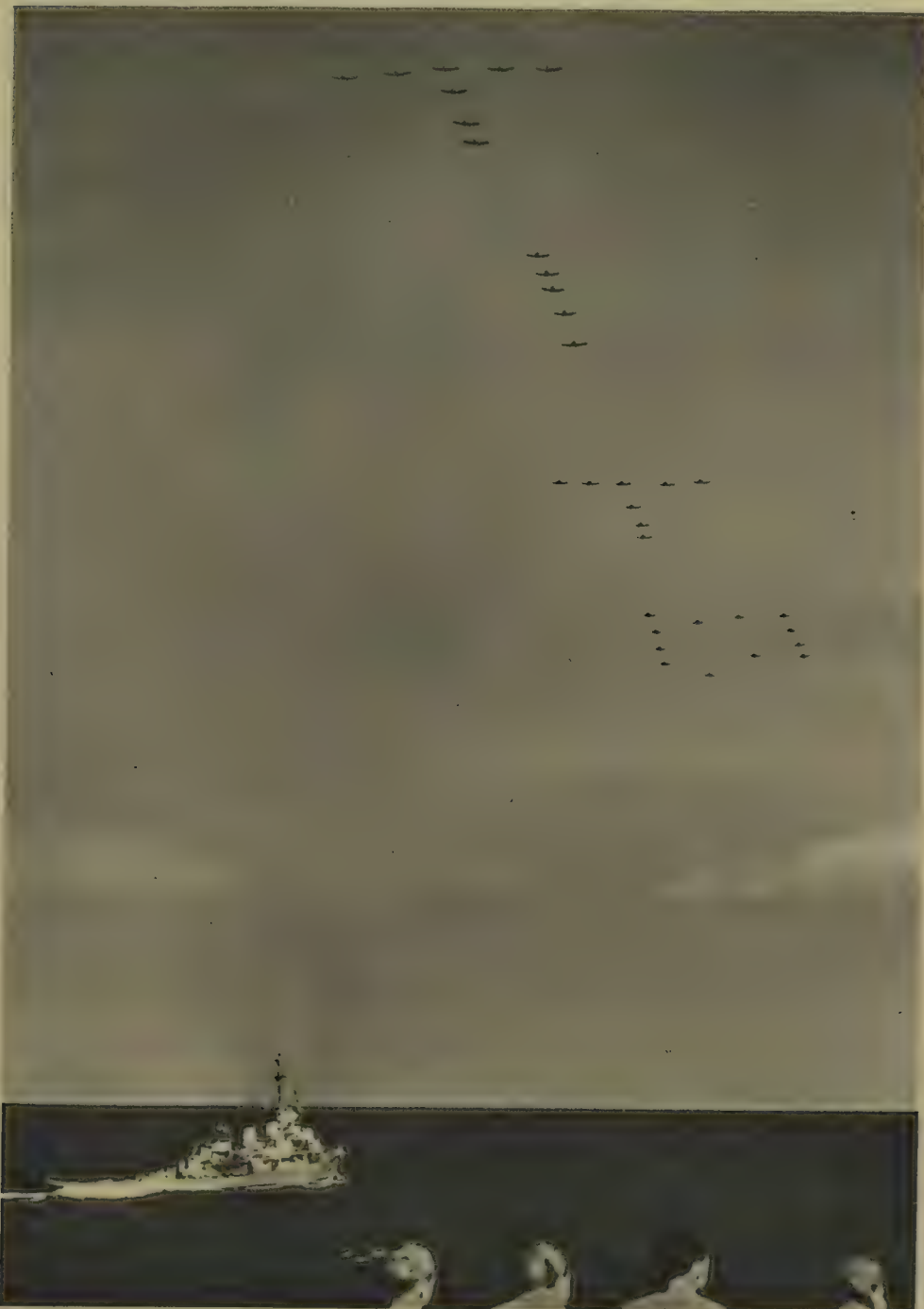
# NAVAL OCCASIONS: MARSHAL TITO WITH THE U.S. AND YUGOSLAV NAVIES.



LIGHT CRAFT OF THE YUGOSLAV NAVY, WITH AIRCRAFT OVERHEAD AT THE NAVAL REVIEW AT SPLIT, DURING WHICH MARSHAL TITO ANNOUNCED HIS INTENTION OF BUILDING UP HIS COUNTRY'S NAVY.



MARSHAL TITO, DURING HIS REVIEW OF HIS FLEET, PRESENTED FLAGS TO VARIOUS UNITS. HE IS HERE SEEN IN *GALEB*, AN EX-ITALIAN SHIP USED FOR TRAINING.



AN AMERICAN COMPLIMENT TO MARSHAL TITO: U.S. CARRIER AIRCRAFT FLY IN THE FORMATION "T.I.T.O.," DURING THE RECENT U.S. NAVAL VISIT TO YUGOSLAVIA.



ON THE FLIGHT DECK OF THE U.S.S. *CORAL SEA*: MARSHAL TITO (CENTRE) TAKING COFFEE WITH VICE-ADMIRAL J. H. CASSIDY, COMMANDING THE U.S. SIXTH FLEET.



MARSHAL TITO (LEFT) AND VICE-ADMIRAL CASSIDY, ON THE BRIDGE OF *CORAL SEA*, WATCHING A DEMONSTRATION OF U.S. AIRCRAFT DURING THE U.S. NAVAL VISIT.

On September 15, at the end of a three-day visit to the Yugoslav port of Split by Vice-Admiral J. H. Cassidy, Commander of the U.S. Sixth Fleet, in his flagship, the cruiser *Salem*, with the carrier U.S.S. *Coral Sea* and four destroyers, Marshal Tito visited the Admiral and saw a demonstration of U.S. naval aircraft. On the following day the Marshal reviewed the Yugoslav Fleet and presented flags to certain units. In a speech he stated that Yugoslavia would build a large Fleet

to defend her Adriatic frontier, that this would strengthen the country's defences not only from the East, but also from "any surprise attacks from the other side of the Adriatic"; and that the new Fleet would not include any large vessels as Yugoslavia had no aggressive intentions. Yugoslavia's heaviest craft at present are seven destroyers, the remainder being submarines, M.T.B.s, patrol vessels, mine-sweepers, supply and depôt ships and various light craft.



## THE HEART AND NERVE CENTRE OF BRITISH NAVAL SOME ASPECTS OF THE



LOOKING FROM THE SOUTH BLOCK OF THE ADMIRALTY BUILDING TOWARDS THE DOME, WHICH DATES FROM THE 'NINETIES.



"THE KREMLIN," OR "LENIN'S TOMB": THE IMMENSELY STRONG OPERATIONS CENTRE OF THE ADMIRALTY WHICH WAS BUILT IN THE EARLY DAYS OF THE WAR AND WHICH IS OFFICIALLY, THOUGH RARELY KNOWN AS THE CITADEL, SEEN FROM ST. JAMES'S PARK. THE MAJORITY OF THE BUILDING IS UNDERGROUND.



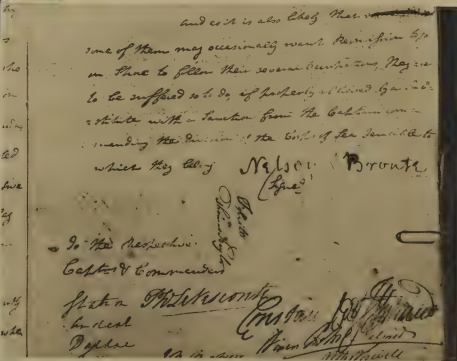
A WIND DIAL OF 1693, IN LIME WOOD, WHICH NOW STANDS ABOVE THE FIRE-PLACE IN THE BOARD ROOM: IT IS SUPPOSEDLY DESIGNED BY GRINLING GIBBONS, BUT EXECUTED BY HIS ASSISTANTS.



THE FIRST SEA LORD'S DESK IN THE ADMIRALTY, WITH THE FIRST SEA LORD'S PERSONAL MESSENGER. ADMIRAL OF THE FLEET LORD FRASER IS THE PRESENT FIRST SEA LORD.



THE MAIL ROOM OF THE ADMIRALTY, IN WHICH THE OUTGOING MAIL IS SORTED, PACKED INTO EYELETTED BAGS AND PIGEON-HOLED TO AWAIT DELIVERY TO THE VARIOUS OVERSEAS STATIONS OF THE ROYAL NAVY.



SIGNED "NELSON AND BRONTE": A PAGE FROM NELSON'S ORDER BOOK, NOW IN THE ADMIRALTY LIBRARY, GIVING INSTRUCTIONS RELATING TO SEA FENCIBLES DURING THE INVASION SCARE OF 1801.

In view of the outside broadcast on the Admiralty which the B.B.C. have planned to give on September 30, these photographs may have a special and topical interest in addition to that which they naturally carry as throwing light on what has been, for over two centuries, the nerve centre of Britain's maritime power and so, international influence. The Admiralty, as it now stands, is an accretion of buildings of various ages. That part which is called the Old Admiralty and which fronts on Whitehall was built by Ripley about 1725, on the site of Wallingford House (from

## POWER FOR MORE THAN TWO CENTURIES. ADMIRALTY'S HISTORIC BUILDINGS.



A CORNER OF THE ADMIRALTY WIRELESS SIGNALS ROOM, SHOWING RATINGS AND "WRENS" AT WORK: ON THE LEFT IS A GROUP OF PNEUMATIC TUBES, FOR THE CARRIAGE OF INTERNAL COMMUNICATIONS.



ONE OF THE MOST CONVENIENT METHODS OF KEEPING TRACK OF NAVAL UNITS IS BY PINNING SYMBOLS ON LARGE-SCALE MAPS, AS SHOWN HERE.



THE ADMIRALTY HAS MANY CIVILIAN EMPLOYEES, AND HERE A NUMBER OF WOMEN CLERKS ARE SEEN AT WORK IN THE SIGNAL DISTRIBUTION OFFICE, WHICH HANDLES THE CONSTANT INWARD AND OUTWARD FLOW OF SIGNALS.

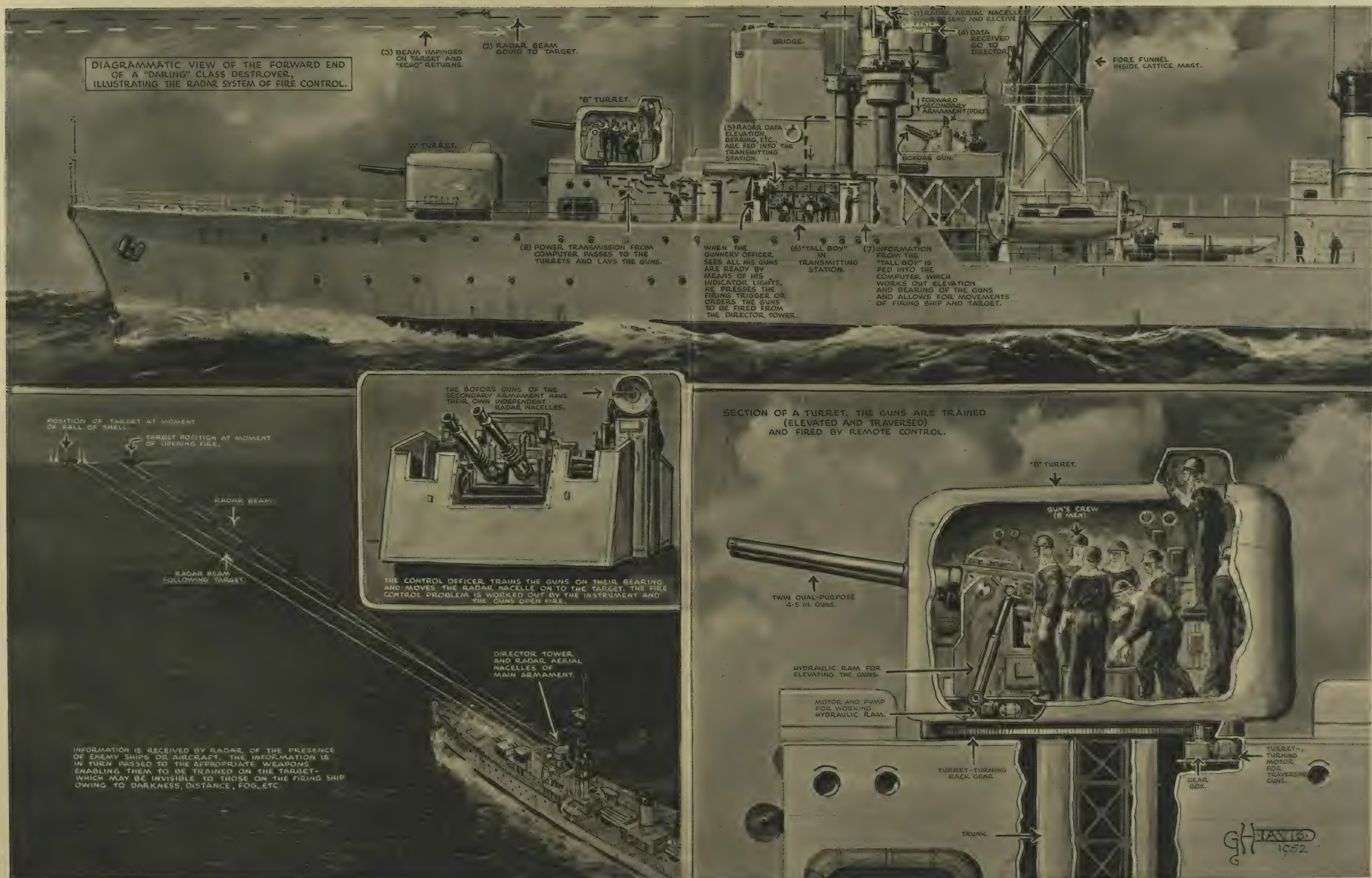


REMINISCENT OF A BIG STORE'S CASH PAYMENT SYSTEM: THE PNEUMATIC-TUBE EXCHANGE AT THE ADMIRALTY, IN WHICH INTERNAL MESSAGES ARE RECEIVED AND RE-ROUTED TO THE APPROPRIATE DEPARTMENT.

whose roof Archbishop Usher witnessed the execution of Charles I.). It is a building with a classical portico in a small courtyard, and in 1760 was veiled from the street by a stone screen by Robert Adam—"deservedly veiled" was Horace Walpole's comment. This constituted the Admiralty of Nelson's time, and it was here that Nelson lay in state in 1806. A model of the Trafalgar Square statue stands in the hall. Behind this building stands the New Admiralty, a much larger building in the Italian Palladian style, faced with red brick and stone, which was built in the

late 'nineties of the last century to the designs of a Halifax firm of architects. This is the building which links with the Admiralty Arch and at the north front of which stands the statue of Captain Cook. During the last war the Admiralty received its latest extension, the sand-coloured Citadel, which stands towards Horse Guards Parade and St. James's Park and whose uncompromising severity of design earned it a number of nicknames, of which "Lenin's Tomb" is perhaps the most frequently used. This was built as a bombproof operations centre and it is immensely strong.





# ENGAGING AN INVISIBLE TARGET WITH RADAR-CONTROLLED GUNS: A SYSTEM FITTED IN THE "DARING" CLASS DESTROYERS WHICH DOES EVERYTHING EXCEPT LOAD AND FIRE THE GUNS.

The destroyers of the "Daring" class are the largest ever built for the Royal Navy and have a displacement of 2610 tons. Their construction embodies many improvements resulting from the lessons learnt in World War Two and their anti-aircraft and anti-submarine equipment is the finest ever devised. The armament consists of six 4.5-in. dual-purpose guns in twin turrets and a secondary armament of six Bofors guns, ten 21-in. torpedo tubes in five pentad mountings and the new "Squid," a development of the "hedgehog" depth-charge thrower used so

successfully against the German U-boats. The guns in these destroyers are radar-controlled, which means that the target, whether a ship or an aircraft, can be located even when it is out of sight and that the radar gear provides the range and bearing to the target and automatically traverses and elevates the guns, allowing for the movement of the destroyer and the target during the time of flight of the shell. The details of this radar system are, of course a closely-guarded secret, but we are now permitted to show for the first time, and with the

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, S.M.A., WITH ADMIRALTY CO-OPERATION.

co-operation of the Admiralty, the sequence of operations from the moment the presence of the enemy is detected to the engagement of the target by the 4.5-in. guns. As information is received through the radar nacelles it is fed to the Director Tower and from there passes to the Transmitting Room, where an instrument known generally as the "tallboy" in turn passes it on to the computer, which works out the elevation and bearing required allowing for the relative movements of target and ship. This range and bearing is then applied to the gear that provides

the power driving the electric motors which operate the pump gear of the hydraulic ram for elevating the guns and turret-traversing mechanism. When the guns are laid on the target the "Guns Ready" signal is automatically given to the gunnery officer, and he then presses the firing trigger and the guns fire. Normally the gun crews only have to load and handle the ammunition, but should the radar fail or be damaged by enemy action, the whole system reverts to manual control from finding the range and bearing down to laying the guns.





## IN AN ENGLISH GARDEN.

GOOD news for you, excellent good news, and good in two ways. I trust that you will regard it as such, because if you don't, you are not my friend, nor I yours. But I'm

talking nonsense. Of course you will find it good news. Are you not a gardener, or at any rate a lover of gardens and of flowers?

Briefly, the news is that that fine organisation, the Gardeners' Royal Benevolent Institution, has recently purchased a country house in which to start a home for aged gardeners and their wives, and for the widows of gardeners. I learn from one who has seen the

### GOOD NEWS.

By CLARENCE ELLIOTT, V.M.H.

the life-blood of a cause such as this. If you can not make an annual subscription, a donation now will be most welcome.

Then there are gifts in kind. These are sought to help equip the Home. A great deal of furniture and soft furnishings, as well as bed linen, blankets, eiderdowns, etc., are needed. So also are garden tools and garden furniture. Other major needs are, I understand, a large refrigerator, a television set, and a few radios. I would add, quite unofficially and as my own suggestion, that the Home will need a library, and that books will almost certainly be welcomed, both gardening books and works of a general character.

original wild sweet pea, *Lathyrus odoratus*, which is said to have first come to England from Sicily in 1699, though I had never imagined the flowers as being as small as a silver threepenny-bit. I wrote, therefore, to my friend Sir Compton Mackenzie, who lived for years in Capri, and who is an extremely knowledgeable gardener and botanist, with very wide horticultural interests and experience. His reply, which I will quote, is interesting:

I did see your article in *The Illustrated London News*, and very nearly wrote to you about it. The wild sweet pea did grow on Monte Solaro, but not in real profusion, when I was there. The place to see it in real profusion is on the Punta di Campanella, which is opposite Capri, on the mainland. There in about the third week of March, the whole air above what is left of Minerva's Temple is fragrant with the smell of sweet peas. I have often thought of trying to recross this little wild beauty with the effete Spencers of to-day. The flower is, of course, insignificant, and a typical vetch, pinkish red.

It would seem, therefore, that this little wild sweet pea of Capri, Sicily and the Italian mainland, was developed greatly both in size and range of colour between 1699, when it was first sent to England, and the time of my boyhood when the "grandifloras" were being cultivated. But up till that time the sweet pea had lost little if any of its delicious, nutty, spicy fragrance. That decay set in apparently with the advent of the big, wavy-petalled Spencer peas. At this point I drop the "sweet."

A day or two ago, by the by, I noticed a strange thing among the delightful, old-fashioned grandiflora sweet peas that I am growing from seed sent to me from Sicily. One group in my garden, climbing a clump of pea-sticks—as sweet peas



A FINE COUNTRY HOUSE IN THE PICTURESQUE VILLAGE OF HORTON, BUCKS, NOW PURCHASED AS A HOME FOR AGED GARDENERS AND THEIR WIVES. IT HAS FOUR AND A HALF ACRES OF GARDEN, AND CAN ACCOMMODATE THIRTY TO FORTY PENSIONERS AS WELL AS STAFF.

house and who is well able to judge, that it is ideal for the purpose in every way. It is in the picturesque Buckinghamshire village of Horton, midway between Staines and Slough. It is large enough to house about thirty-five pensioners—and the necessary staff. The house is surrounded by a pleasant, well-laid-out garden, and there is enough ground to enable the home to be practically self-supporting in the matter of home-grown vegetables. Apart from the economics of home-produced vegetables—and no doubt fruit—it is good to think of aged gardeners passing the evening of their lives in security, in garden surroundings. Doubtless all of them who are not too infirm will enjoy giving a hand among the flowers and the vegetables, for once a gardener, always a gardener. In addition to this, a happy plan might be to allot to any old gardener who wished for it a small garden of his own, to cultivate exactly as he liked, and in which to grow his own special fancy—roses, dahlias, giant onions, or leeks like the legs of billiard-tables. But that is running ahead with ideals and fancy details. The important thing is that the main plan, the garden-home, is afoot, and the property purchased. That, you will agree, is good news. Right. But that is only one of the two ways in which I said that the news is good. The other way is that you and I, all of us, are at liberty—in fact invited and urged—to help the scheme financially. Good news? Agreed? Excellent!

The Gardeners' Royal Benevolent Institution, which is the oldest of all gardening charities, is already helping more than 200 old-time gardeners, their wives or widows. Apart and in addition to this work, the Institution is appealing for £20,000 to endow and equip their new Gardeners' Benevolent Country Home. Financial help can be given in various ways. £500 will endow a room; £250 a bed. Legacies come as a pleasant windfall. Annual subscriptions are another blessing for the good cause, and if you sign a Deed of Covenant (which the Gardeners' Royal Benevolent Institute prepares) to pay an annual subscription for seven years, the income-tax concessions almost double the amount you subscribe to the Institution without any extra cost to the subscriber. Donations great and small are, with subscriptions,

That, then, is my excellent good news, and I trust it may move you to a slightly reckless response. For further particulars send to The Secretary, The Gardeners' Royal Benevolent Institution, 92, Victoria Street, London, S.W.1; or, without waiting for particulars, just send to the Secretary your cheque or postal order, large or small; and now, if you will wait a moment whilst I enact my own modest gesture in this matter, I will say what I was going to say when I interrupted myself to tell you about the Gardeners' Home. I was going to follow up things that I wrote about "Really Sweet Peas" in my article of August 30. That article brought me a most interesting letter from a correspondent in Liverpool. He says:

I was very interested in your article in *The Illustrated London News* this week regarding sweet peas. On the top of Monte Solaro, on the Isle of Capri, there is a very dwarf sweet pea growing wild amongst the mountain vegetation. The size of the flower is about the same as a silver threepenny-bit. Is this not older than the original sweet pea that you say came from Sicily?

It seemed to me probable that this species growing on Monte Solaro, in Capri, was the same thing as the



TO BE A HOME FOR AGED AND INFIRM GARDENERS: A VISTA OF THE GARDEN OF THE HOUSE AT HORTON, IN BUCKINGHAMSHIRE, WITH A GLIMPSE OF THE VILLAGE CHURCH, IN WHICH JOHN MILTON'S MOTHER IS BURIED.

### "AN IDEAL GIFT."

NEXT year will be historic in that it will see the Coronation of her Majesty Queen Elizabeth II., and *The Illustrated London News* will be recording the event in two Double Numbers worthy of the beautifully produced records of the three previous Coronations. This suggests that the ideal gift for Christmas, particularly for friends overseas, would be a year's subscription to *The Illustrated London News*.

Every week the current copy will arrive and provide an hour of enjoyment and interest and, with its appearance, will come a happy and agreeable remembrance of the friend who has sent it. Orders for subscriptions for *The Illustrated London News* to be sent overseas may be handed to any good-class newsagent or bookstall or sent direct to The Subscription Department, "The Illustrated London News," Ingram House, 195-198, Strand, London, W.C.2, and should include the name and address of the person to whom the copies are to be sent and the price of the subscription. Canada, £5 14s.; elsewhere abroad, £5 18s. 6d. (To include the Christmas Number.) Friends at home will naturally be equally appreciative of such a gift, and in that case the year's subscription is £5 16s. 6d. (To include the Christmas Number.)

IN 1953—CORONATION YEAR—ALL POSTAL SUBSCRIBERS WILL RECEIVE THE TWO CORONATION DOUBLE NUMBERS AT NO EXTRA COST.

should climb and scramble—has decided to give me the lie. Plants have a habit of doing this. In writing of them in my former article, I said that the flower-stems of my grandifloras were never more than 5 or 6 ins. long. One of them, with violet and maroon flowers, has developed a stem a good 18 ins. long. That is not a guess, I measured it. Can it be, I wonder, that its seed parent had illicit dalliance with some hateful Spencer?



# THE COCOS AIR BASE: AN ESSENTIAL LINK IN THE NEW AIR ROUTE FROM SYDNEY TO JOHANNESBURG.



THE APPROACH TO THE NEW AIRSTRIP ON WEST ISLAND: A PHOTOGRAPH TAKEN FROM THE QANTAS CONSTELLATION ON ITS PROVING FLIGHT IN JULY.



THE NEW 10,000-FT.-LONG CORAL RUNWAY ON WEST ISLAND, IN THE COCOS GROUP: AN AERIAL VIEW SHOWING THE SHALLOW LAGOON IN THE FOREGROUND.



AT WORK ON THE NEW RUNWAY, WHICH WAS FILLED WITH 20,000 TRUCKLOADS OF CORAL: MEN OF AN R.A.A.F. CONSTRUCTION SQUADRON.



WORK AFTER DARK: THE RUNWAY BEING CONSTRUCTED BY NIGHT SHIFTS, WHO DID MUCH TO SPEED UP THE WORK AND ENABLE THE AIR LINK TO BE OPENED THIS YEAR.



SYDNEY TO JOHANNESBURG BY AIR: THE ROUTE OF THE NEW 8694-MILE AIR SERVICE VIA MELBOURNE, PERTH, THE COCOS ISLANDS AND MAURITIUS.

On September 1 a Qantas Airways *Constellation* left on the first flight of a new Sydney-to-Johannesburg service. The establishment of this new route is a milestone in the history of aviation, for the journey includes the longest over-the-sea stretch of any air service in the world—2677 miles between Cocos and Mauritius. Before the new 8694-mile service between Australia and South Africa could be established it was necessary to recondition the wartime base which had been constructed in 1945 on West Island, one of the group of atolls that make up the Cocos Islands. Last December an R.A.A.F. construction squadron was landed at Cocos, comprising 500 men and equipment. Working to the specifications of engineers of the Australian Civil Aviation Department, it



NOW ON THE SYDNEY-TO-JOHANNESBURG ROUTE: THE FOUR-ENGINE QANTAS CONSTELLATION—THE ONLY AIRCRAFT WITH SUFFICIENT RANGE TO FLY THE LONG OVER-THE-SEA STRETCH.

built a new sealed coral runway, 10,000 ft. long and 150 ft. wide, to take aircraft of *Constellation*, *Stratocruiser*, and greater class, plus the necessary fuel tanks, radio and radar equipment, and administrative buildings. The new runway has been filled with 20,000 truckloads of coral. This new major base at Cocos also makes available a direct air route between the Indian sub-continent and Australia, bypassing, should that ever be necessary, Rangoon, Singapore and Jakarta. The inaugural air service between Sydney and Johannesburg is fortnightly, but is the forerunner of more frequent services. The first flight from Sydney to Johannesburg took 70 hours 30 mins.; the actual flying time being 39 hours 5 mins.



# THE FIRST BRITISH ATOMIC TEST: ONSLOW AND THE MONTE BELLO GROUP.



AT ANCHOR OFF HERMITE ISLAND, THE MOST SOUTHERLY OF THE MONTE BELLO GROUP: LANDING-CRAFT ENGAGED IN THE PREPARATIONS FOR THE BRITISH ATOMIC BOMB TEST.



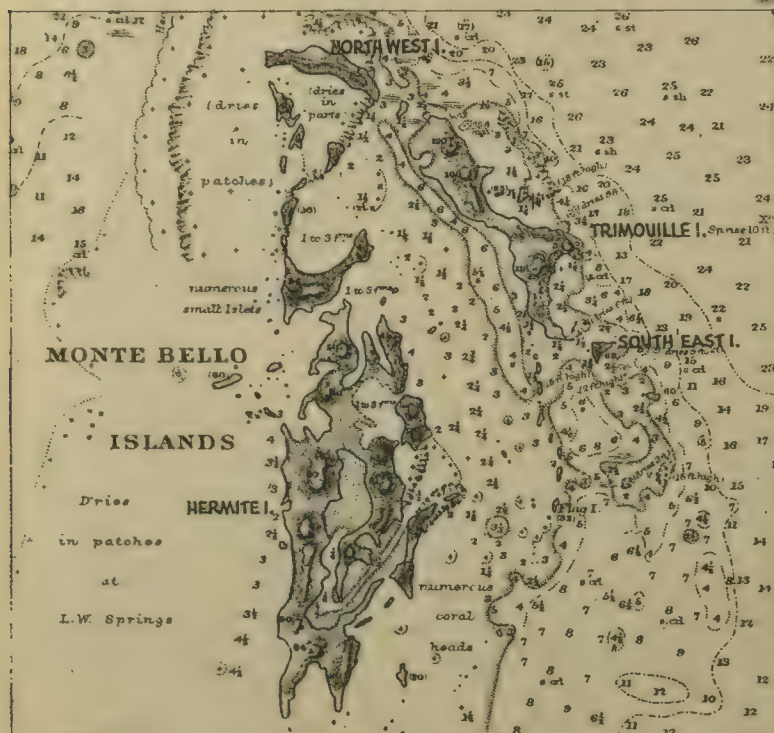
SHOWING THE SAND-DUNES TYPICAL OF THE BEACHES IN THE MONTE BELLO GROUP: A PHOTOGRAPH TAKEN IN THE AREA, WHERE THERE IS NOW INTENSE ACTIVITY.



WHERE THE AIRSTRIP HAS BEEN ENLARGED TO TAKE TROOP-CARRIERS AND BOMBERS: A VIEW OF ONSLOW, THE NEAREST SUPPLY CENTRE.



ONE OF THE MAIN ISLANDS OF THE MONTE BELLO GROUP: A VIEW OF HERMITE ISLAND, WHICH IS ABOUT SIX MILES LONG AND TWO MILES WIDE, THE COASTLINE BEING INDENTED BY SHALLOW BAYS.



THE SCENE OF THE FIRST BRITISH ATOMIC TEST: MONTE BELLO ISLANDS, WHICH COVER A LAND AND SEA AREA OF SOME 75 SQUARE MILES. Reproduced from British Admiralty Charts with the permission of the Controller of H.M. Stationery Office and of the Hydrographer of the Navy. (Crown copyright.)

The first British atomic bomb test was believed, at the time of writing, to have been arranged to take place some time after September 24 in the Monte Bello group of islands off the north-west coast of Australia. The group of islands cover a land and sea area of about 75 square miles and has three main islands—Hermite, Trimouille and North-West—consisting of desolate stretches of sand-dunes with limestone and coarse sandstone formations. The base for the



A BASE FOR OPERATIONS IN THE MONTE BELLO GROUP: THE TRANSIT CAMP ESTABLISHED AT ONSLOW ON THE MAINLAND OF NORTH-WEST AUSTRALIA, TO ACCOMMODATE SERVICE PERSONNEL.

operations has been established at Onslow on the mainland, opposite the island group, where the airstrip has been enlarged to permit troop-carrying aircraft and bombers to land. In August the aircraft-carrier *Campania*, carrying scientific equipment and accompanied by the frigate *Plym*, sailed from Fremantle for the Monte Bello Islands, and on September 14 Dr. W. G. Penney, the chief scientist for the test, and Dr. A. M. Solandt arrived at Woomera by air from Darwin.



# THE OVERLORDS OF MYCENÆ BEFORE THE DAYS OF AGAMEMNON: ROYAL BURIALS IN A NEWLY DISCOVERED GRAVE CIRCLE OF HELLADIC MYCENÆ.

By DR. J. PAPADIMITRIOU, Leader of the Greek Archæological Society's excavations during 1952.

I WAS fortunate enough this year to excavate in Mycenæ a second Grave Circle, containing royal graves, at a distance of 160 metres (175 yards) to the west of the Lions' Gate. These graves date from almost the same period as those which Schliemann discovered some seventy-six years ago within the citadel.

The work is being carried out by the Greek Archæological Society, whose council and general secretary, Professor A. Orlandos, placed all financial means at our disposal so that the work could be carried out in a scientific and proper manner. To that end an advisory committee was also formed, consisting of Professor A. Keramopoulos and Sp. Marinatos of the University of Athens, and Professor George E. Mylonas of Washington University, St. Louis, Missouri. The last-named took an active part in directing the excavation, whose scientific personnel includes also Mr. D. Theocharis and Mr. S. Charitonides of the Greek Archæological Service.

We have many reasons to believe that the new graves, as well as those found by Schliemann, were known in some way to Pausanias, who visited Mycenæ about A.D. 150. Then Mycenæ was a small and insignificant village, but its inhabitants, proud of their famous descent, showed Pausanias the remains of their ancient city: the strong walls and the Lions' Gate, the Persæa fountain and the magnificent *tholos* tombs which they thought of as the treasures of Atreus and his children.



FIG. 1. MYCENÆ TO-DAY: A GENERAL VIEW FROM THE EXCAVATIONS TOWARDS NAUPLIA AND THE ARGIVE PLAIN.



FIG. 2. A SECTION OF THE WALL OF THE NEWLY-DISCOVERED GRAVE CIRCLE OUTSIDE THE CITADEL OF MYCENÆ. THE WALL IS ABOUT 5 FT. THICK AND BUILT OF LARGE, ROUGHLY-HEWN BLOCKS OF LIMESTONE.

But Pausanias mentions another very important detail: that the graves of Agamemnon and his war-comrades, whom Ægisthos assassinated on their return from Troy, were shown to him within the citadel; while outside the citadel and at a short distance from the walls there were shown to him the graves of Ægisthos and Klytemnestra, who were not deemed worthy to be buried within the citadel. It is evident that Pausanias saw the *stelai* which Schliemann found over the shaft graves of the citadel, as well as those we are now finding in the new Grave Circle.

Of course, we know now that these graves belong to a dynasty much older than the epoch of the Trojan War and of Agamemnon, but the simple Mycenæan peasants of the days of Pausanias knew their history only from their oral traditions and had no clear conception of the chronology; they remembered only the most famous names connected with their city, and were proud of the most important kings of a past age.

a diameter of about 27 metres (29½ yards); in that it is similar to Schliemann's circle in the citadel. The wall of our Circle, however, is much thicker, 1.55 metres (5 ft. 1 in.), and is built of large, roughly-hewn blocks

That the graves were known, however, is also supported by the discovery of *stelai*, *in situ*, over the graves at a very small depth from the surface level of the area in the days of Pausanias, which level has been determined definitely by the latest excavations.

The new Grave Circle we are now excavating has a diameter of about 27 metres (29½ yards); in that it is similar to Schliemann's circle in the citadel. The wall of our Circle, however, is much thicker, 1.55 metres (5 ft. 1 in.), and is built of large, roughly-hewn blocks

of limestone (Fig. 2). Chronologically it belongs to the same period as the graves it encloses, while the Circle within the citadel was built of slabs of *poros* stone nearly 200 years after the closing of the graves it encloses. The newly-discovered Grave Circle and its graves are contemporary and with some assurance could be placed around 1600 B.C., towards the end of the so-called Middle Helladic Period.

Now we know, both from Pausanias's testimony and from our excavations, that the new Grave Circle remained inviolate and was held in respect throughout the ancient periods and only when the rock was hewn to make room for the *tholos* tomb of Klytemnestra, towards the end of the fourteenth century B.C., a small part of its circumference was destroyed at its eastern side. In modern times the *peribolos* was again cut at its northern section to allow the passing of an aqueduct which brings to the modern village of Mycenæ the water of Perseia.

By good fortune, however, the excavation for the aqueduct was not carried to great depth, and so it failed to reach the top of the graves, which remained unknown and hence escaped pilfering. On the southern side, where the ground slopes sharply, the wall of the Grave Circle had already collapsed in antiquity, and on the western side during the construction of the road which to-day leads to the citadel, a section of the wall was destroyed and apparently two graves as well. But all the other graves have remained intact, and it seems that the new Grave Circle encloses twice as many, and maybe even more, graves than the old Circle of the citadel. In the northern half alone, which has been only partially excavated, so far we have ascertained the existence of eight or

nine graves, of which four have been completely excavated. There can be no doubt that graves exist in the southern section of the Circle, and these will be investigated in the future.

To differentiate the new shaft graves from those of Schliemann, which are usually indicated by Latin numerals, we have given to the former letters of the Greek alphabet.

Over two of the excavated graves, graves A and Γ, but not in their original position, were found funerary *stelai*, which, as we have already mentioned, may have been seen by Pausanias (Fig. 14). They, too, are of *poros* stone, and they bear on their surface beautiful representations of bull-hunting and lion-hunting scenes. On another grave, which remains unexcavated, was found *in situ* the base enclosing a fragment of a funerary *stèle* (Fig. 13). This gave us the chance to examine again the method followed in setting the *stelai* which were discovered by Schliemann and transported without their bases to the National Museum at Athens. As a result we found in the Grave Circle of the citadel some blocks belonging to bases of *stelai* which have remained unknown to this date. This detail alone is capable of showing the significance of the new graves whose excavation, as it is carried out to-day with our new scientific methods and the experience and knowledge obtained since the days of Schliemann from the excavation work and writings of international scholars, will yield most important conclusions relative to the construction of the graves and the burial customs of that remote age. Of the many scholars who have contributed so much to our knowledge, especially of the Mycenæan Age, I feel obliged to mention my late Professor Chr. Tsountas and Professor A. J. B. Wace, who, full of energy and enthusiasm, is continuing his excavations at Mycenæ.

The graves we are excavating belong to the type known as shaft graves: they are, in other words, rectangular shafts of varied dimensions cut in the conglomerate, but they are not always constructed in the same manner. For instance, grave B (Fig. 11), with which we began our excavations this year, is a shaft 2.80 metres (9 ft. 2½ ins.) in length and 2.15 metres (7 ft. ½ in.) in width. But at a depth of 1.15 metres (3 ft. 9½ ins.) the shaft becomes narrower, because



FIG. 3. A ROYAL VISIT TO THE NEWLY-DISCOVERED ROYAL TOMBS OF MYCENÆ. QUEEN FREDERIKA (CENTRE) AND (ABOVE) KING PAUL OF THE HELLENES EXAMINE A VASE FROM THE SHAFT GRAVE, HELD OUT BY DR. PAPADIMITRIOU.

along its two long sides a shelf is formed on which the beams of the roof of the grave were based. The shelf is carried around the short sides by a wall made of sun-dried brick. The floor was covered with pebbles on which a single body was laid. This grave was not so very rich. It contained seven [Continued overleaf.]



## GOLD, WEAPONS, AND POTTERY OF THE PRE-HOMERIC HEROES OF MYCENÆ.



FIG. 4. A BEAUTIFUL TWO-HANDLED HYDRIA WITH A PAINTED FLORAL DECORATION, FOUND IN GRAVE B, ONE OF THE GRAVES OF THE NEW CIRCLE AT MYCENÆ EXCAVATED DURING THIS SEASON.



FIG. 5. TWO SPOUTED VASES WITH PAINTED DECORATION, FROM GRAVE A OF THE NEWLY-FOUND MYCENÆ GRAVE CIRCLE. A STELE WAS DISCOVERED ABOVE THIS PARTICULAR SHAFT GRAVE.



FIG. 6. WITH A PAINTED DECORATION OF SPIRALS AND OAK-LEAVES: A FINE SPOUTED JUG OF ABOUT 1550 B.C. FOUND IN GRAVE I, BUT LATER IN TIME THAN MOST OF ITS CONTENTS.



FIG. 7. A BRONZE DAGGER, WITH INCISED GUILLOCHE DECORATION ON THE BLADE, ABOUT 1 FT. 1½ INS. LONG. FROM GRAVE A. ONE OF MANY WEAPONS FOUND IN THE GRAVES.



FIG. 8. THE EXCAVATION OF GRAVE I, THE RICHEST AND MOST IMPORTANT OF THE GRAVES SO FAR DUG. IN THE CENTRE CAN BE SEEN A GOLD CUP, WITH, ABOVE, OTHER GOLD ARTICLES, A BLADE, BELOW, AND, ON EITHER SIDE, POTTERY.



FIG. 10. ONE OF A NUMBER OF GOLD ORNAMENTS DISCOVERED IN THE GRAVES. THIS EXAMPLE, OF GOLD SHEET WITH A BOSS AND GUILLOCHE DECORATION, COMES FROM GRAVE A AND IS 7½ INS. WIDE AND 5½ INS. HIGH.

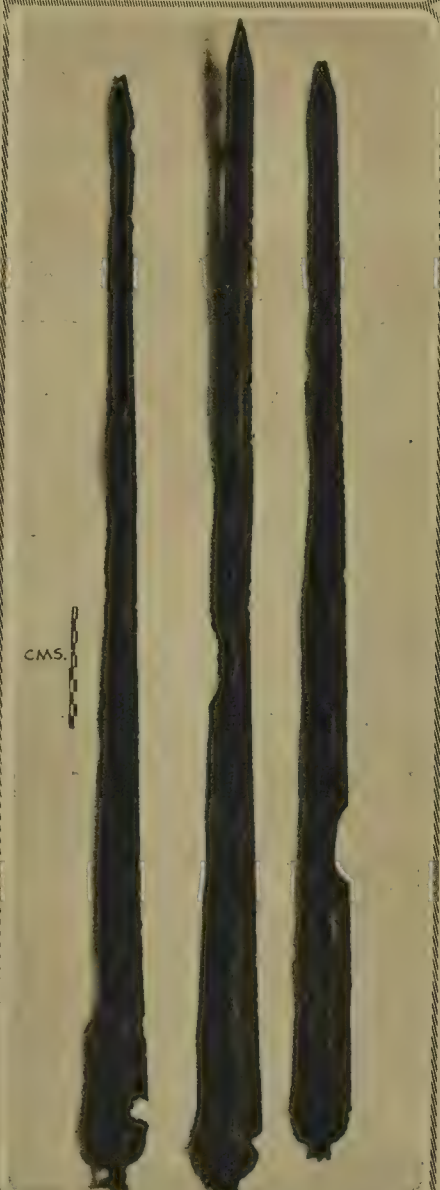


FIG. 9. A GROUP OF BRONZE SWORD-BLADES, OF ABOUT 3-FT. LENGTH, FOUND IN GRAVE A. IN ALL, FOURTEEN BRONZE SWORDS WERE FOUND IN THE FIRST FOUR GRAVES EXCAVATED.

[Continued.]

complete vases; four of these were goblets of yellow Minyan, two hydriai with beautiful painted decoration (Fig. 4), and a single plain amphora. *In situ* and on the skeleton were found two gold bracelets, a dagger of bronze, and a ribbon-like ornament of electrum, an alloy of gold and silver. Grave I (Fig. 12) proved more interesting, both for its construction and its richer contents. It is also the largest of the graves excavated thus far: it measures 3·80m. (12 ft. 5½ ins.) by 2·80m. (9 ft. 2½ ins.), and has a depth of about 3·50m. (11 ft. 5½ ins.). Along its long sides and to a height of about 0·70m. (2 ft. 3½ ins.) from its floor were constructed walls of flat stone, while here, too, the shorter sides were fronted with sun-dried brick. On the walls of the long sides were based the roof-beams of the grave. Abundant traces of these beams were discovered in the fill, and as a result we are now in a position to know both the dimensions of the beams and their distances. These were covered with reeds placed near each other and crosswise, and were covered with a thick layer of waterproof clay and thus the grave was sealed against seepage of water. This

the many funeral gifts which were found in that corner and which have not been extracted as yet. This grave, therefore, is proved to be a family grave, and each time that a member of that family died the grave was opened and the skeletons of those previously buried were somewhat moved to the side to make room for the last interment. This burial custom will explain the multitude of sherds which were found in the fill of the grave. From these sherds we were able to put together some forty vases. The funeral gifts found in their original position are many and important (Fig. 8). Nine clay vases with painted decoration were found on the floor of the grave; of these the most interesting and beautiful is the jug

[Continued opposite.]



# GRAVES OF THE BRAVE BEFORE AGAMEMNON: NEWLY-FOUND ROYAL TOMBS AT MYCENÆ.



FIG. 11. A KING OF MYCENÆ ABOUT 1600 B.C. BEFORE THE HOMERIC AGE: THE SINGLE OCCUPANT OF GRAVE B, AS DISCOVERED ON A PEBBLE FLOOR WITH POTTERY, GOLD AND ELECTRUM ORNAMENTS, AND A DAGGER.



FIG. 12. GRAVE I—THE LARGEST AND RICHEST OF THE GRAVES—UNCOVERED: IT CONTAINED, IN ALL, FIVE SKELETONS AND WAS USED OVER A PERIOD OF YEARS, PRESUMABLY FOR A ROYAL FAMILY.



FIG. 13. THE BASE OF A STELE FOUND IN SITU OVER AN AS YET UNEXCAVATED GRAVE. THIS DISCOVERY THROWS LIGHT ON THE STELAI OF THE CIRCLE WHICH SCHLIEMANN DISCOVERED WITHIN THE CITADEL.



FIG. 14. CARVED WITH SPIRALS AND A HUNTING SCENE: A STELE OF POROS STONE, DISCOVERED ABOVE GRAVE I BUT NOT IN ITS ORIGINAL POSITION. PERHAPS SEEN BY PAUSANIAS ABOUT 150 B.C.

*Continued.*  
illustrated in Fig. 6, bearing a painted decoration of spirals and oak-leaves. That vase, belonging to a period at least fifty years later than that of the other vases, let us say to about 1550 B.C., proves that the grave was used for a long time, and that the last burial was committed to it at the beginning of the Mycenaean Age. Beside the various skeletons were found their individual gifts, among which are fourteen bronze swords, daggers and other weapons, some of which bear incised decoration; sword pommels, three alabaster and one ivory; some bronze and silver vases; two gold cups; one gold diadem; sundry gold head ornaments and a mask of electrum that was not found in its original position. All these gifts, I think, indicate the high position of the dead of this rich grave. And we must consider it as a certainty that these skeletons belong to a royal Greek tribe which

established itself at Mycenæ and built a strong State at an earlier period than that to which our heroes of the Trojan War belong. These first Greeks who, from about 2000 B.C., were coming down from the north into continental Greece, were established also in the Peloponnesos, and thence came into contact with the people of Crete and of the islands. From the islanders they learned many things, but to their culture they contributed the vivid touch of the Greek genius and the strength of the Greek race, a race much more robust than the soft inhabitants of the islands and of Anatolia. I could add many more details as to the results of our excavations. Because even now as I write this brief article (August 18, 1952), the excavations are continuing, and the finds from grave E, the excavation of which will be completed to-day or to-morrow, are equally rich.





## THE WORLD OF SCIENCE.



### PLAY WITH A PURPOSE.

By MAURICE BURTON, D.Sc.

IN the past few weeks I have discussed examples of alleged behaviour in animals, which are disbelieved by the expert on the ground that they could not happen. It will be a pleasant change, therefore, to retail a few almost equally remarkable stories about which no scepticism has been expressed, if only to show why I am prepared to treat seriously some at least of the older legends.

Walking along a road, in the year 1890, a Mr. C. D. Moffat suddenly came across three stoats playing. At sight of him, they scrambled for the bank and each of them, from a somewhat scanty hiding-place, peeped out at him. He stood still; and after a while the three stoats ventured out again into the road to resume their interrupted play. For a while they careered across the road, cannoned into each other, leaped over each other, somersaulted into the air and generally indulged in every possible trick of movement. In the end, this mad scrimmage was succeeded by an even more remarkable performance. One of them withdrew to a safe place, but the other two began what was described as a game of Tom Tiddler's Ground. That is, they started to advance towards Mr. Moffat and, having come so far, would suddenly turn tail and run back, calling as they went. Then the advance would begin again, slowly and cautiously at first, but in the end coming nearer than on the first occasion, before suddenly turning round and racing back to the starting-point. After several such advances, all the time getting nearer before racing back, one gave up, as if this game had gone a little too far for safety. But the third continued, until finally it had reached Mr. Moffat's shoes. Fortunately that gentleman was very stout-hearted as well as patient, but while expecting at any moment to find the stoat dive up his trouser-leg, to his surprise it stopped by his walking-stick, raised itself on its hind-legs, placed its fore-paws on his stick and licked it, for all the world as if it were a perfectly tame, pet animal.

Whether intense persecution in the last sixty years has made stoats less given to play, or whether it is that their frolics are of rare occurrence, or that they are merely one of those things one sees only by rare good chance, it is impossible to say. I have seen many stoats in the years past—though it must be admitted I have seen even more dead ones on keepers' gibbets—and I have looked eagerly and constantly for such a rare experience as seeing them at play, but without success. Other people seem to have been more fortunate, and there are a number of accounts of their having seen stoats twisting and turning like snakes, zigzagging over the ground, rolling over each other, leaping over each other, somersaulting on the ground or in mid-air, leaping anything up to 4 ft. into the air and, finally, sitting up on their hind-legs and boxing furiously with their fore-paws. I have, on several occasions, watched wood-mice playing in very much this manner, even to the stand-up boxing matches, when their front legs moved so fast that they were seen as little more than a blur. No doubt similar extravagant play is common for many mammals.

And then we think of the other side of a stoat's life: how it preys upon rabbits and will often kill one after another, laying them out in a row. It is, therefore, with some surprise that we turn to the note, written three years before that of Moffat, in which the observer described seeing a stoat zigzagging about on the ground, somersaulting in the air, zigzagging up and down a fence and a wall—watched

by a number of rabbits who, we are told, appeared quite unconcerned at what was going on. Then, twelve years later, while J. G. Millais, who wrote the voluminous "History of British Mammals," was sketching fallow deer, he saw some fifty rabbits sitting around, with a rapidly moving figure covering the ground between them. He put his strong telescope on to this scene and watched. The moving figure was a stoat, which after running about for a few minutes, made a rush at one of the rabbits, knocked

us with a paradox difficult to unravel. By contrast with what he saw on that occasion, Millais also gives us this further observation. On this occasion he saw a stoat somersaulting, then advancing cautiously a foot or two, stopping for more somersaulting, followed by another foot or two advance, and so on, always in the one direction, towards a party of young thrushes, which watched, seemingly spellbound. When the stoat was within 10 yards of its victims, a pair of fully-grown thrushes, probably the parents, flew in shrieking, first at the stoat, then at the young birds, until they had finally hustled the young brood away.

A less happy end came in the episode related by a head-keeper, who saw a stoat roll head-over-heels from top to bottom of a grassy bank to where there was a group of young blackbirds. As it reached the birds, the stoat suddenly sprang and caught one.

So one could go on, with eye-witness stories of foxes, and stoats especially, indulging in unadulterated play, alone or among themselves; or play, seemingly harmless, with their natural prey; play that ends inconclusively, as in the incident with the thrushes, or because of the sudden intrusion of the human observer; and play that ends with deadly purpose, as with the young blackbirds. Unadulterated play is readily understood. It arises from a superfluity of energy, in the absence of any overriding fear, and serves as a training in the young animal and a recreation in the adult. But can we suppose that animals deliberately and purposively use it for more serious purposes? Is it a conscious process, such as Millais implied in the sentence already quoted?

Coming to more recent times, we have a detailed account in *The Naturalist* for 1948, by Fred Dean, of a stoat seen swimming in circles in a river. Occasionally it would lie on its side and drift with the current, making hardly a movement with its legs. Then, from an apparently dazed condition and seemingly helpless, giving the impression that it was near to drowning, the stoat began to swim vigorously in wider and wider circles, almost touching the bank on either side, where water-voles were peacefully feeding. Then, suddenly, as it neared one bank, "it simply sprang out of the water," caught a vole and dragged it into a hole in the river-bank.

Putting two and two together is a very simple form of reasoning, a kind of subconscious logic of which the conceptual thought of the human brain is a more advanced achievement. There is no reason to suppose that animals are incapable of it. It is, indeed, feasible to suppose that play, especially when it is seen to arouse the curiosity of other animals, may later be put to use in a predatory action.

In recent years, an observer saw a Himalayan marten playing in a similar way to what has been described for stoats. A group of rabbits gathered round, drawing closer, impelled, it seemed, by curiosity. As this was taking place, the observer noticed a second marten making a stealthy approach by a wide detour. As it drew near the ring of rabbits, the first marten ceased its clowning and both fell on the rabbits to claim their victims.

Jackdaws will tease a cat by one fluttering and retreating before the cat's advance, while the second jackdaw comes up behind to tweak its tail. If birds which have the more limited mental powers can co-operate in this way, using as stratagems actions that arise directly from play, we can expect to find the same tactics used even more effectively in mammals.



INNOCENT PLAY WHICH SOMETIMES APPEARS TO BE USED DELIBERATELY FOR SECURING VICTIMS: A STOAT TURNING A SOMERSAULT VERY MUCH IN THE WAY OF A SMALL BOY, PUTTING ITS HEAD TO THE GROUND AND THROWING ITS BODY OVER TO LAND ON ITS HIND-LEGS.



A WILD STOAT BEHAVES LIKE A TAME PET: AN ARTIST'S RECONSTRUCTION OF A SCENE IN WHICH ONE OF THREE STOATS, AFTER PLAYING TOGETHER, WENT SO FAR AS TO APPROACH THE HUMAN OBSERVER AND, RAISING ITSELF ON ITS HIND-LEGS, LICKED HIS WALKING-STICK.



ENTIRELY WITHOUT MALICE OR ANY INTENT TO INJURE THE OPPONENT: A PAIR OF STOATS SPARRING BEFORE BOXING VIGOROUSLY WITH THE FORE-LEGS.

One of the features of play, especially among the smaller carnivores, is an intense sparring match, which is entirely without malice or any intent to injure the opponent. [Drawings by Jane Burton.]

it over as if in play, and made a great show of mauling it and worrying it. So far as he could see, the rabbit was not the least upset, and continued feeding as soon as the stoat left off playing with it. Following this, the stoat treated one after another in the same way, each time with the same result. Finally, it disappeared into a hole in the ground, leaving all the rabbits unharmed and feeding contentedly, as if nothing unusual had happened.

Millais expressed the opinion that the seemingly harmless activity was designed by the stoat as a "daily play . . . practised so as to accustom his nervous neighbours to the presence of a murderer." But is the answer as simple as this? Does a stoat, the arch-killer, need to resort to such antics to ensure its future meals? At least, these questions present



# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



**MR. ERIC A. BERTHOUD.**  
To be Ambassador to Denmark in succession to Sir Alec W. G. Randall, who is retiring. Mr. Berthoud, who is fifty-one, has been an Assistant Under-Secretary at the Foreign Office since being transferred from the Ministry of Fuel and Power, where he worked from 1946 to 1948.



**SIR ALFRED SAVAGE.**  
To be Governor and C.-in-C. of British Guiana. Sir Alfred Savage, who is forty-nine, has been Governor and C.-in-C. of Barbados since 1949. In 1946 he was transferred from Palestine to Nigeria as Deputy Financial Secretary, becoming Financial Secretary in 1948.



**MAJOR-GENERAL J. H. BEITH.**  
Died on September 22, aged seventy-six. He was widely known as a novelist and playwright under the name of "Ian Hay." His first novel, "Pip," appeared in 1907. He served with distinction in World War I., and his books "The First Hundred Thousand" and "Carrying On," were sketches of life in the Army. His many plays included "Tilly of Bloomsbury." From 1938 to 1941 he was Director of Public Relations at the War Office.



**MR. WILLIAM A. DAVIES, Q.C.**  
To be a Judge of the High Court. He will be attached to the Probate, Divorce and Admiralty Division in the place of Mr. Justice Havers, who will be transferred to the Queen's Bench Division. Mr. Davies, who is fifty-one, has been Recorder of Chester since 1949.



**SIR RICHARD GREGORY.**  
Died on September 15, aged eighty-eight. A distinguished scientist, he was president of the British Association, 1940-46. For twenty years, until his retirement in 1939, he edited the scientific journal, *Nature*. He was Emeritus Professor of Astronomy at Queen's College, London.



**DR. DIRK STIKKER.**  
Appointed as Netherlands Ambassador to London in succession to Baron Michiels van Verduynen, who died last May. Dr. Stikker, who is fifty-five, and a former Dutch Foreign Minister and chairman of O.E.E.C., retired from Dutch political life earlier this year.



**DR. A. F. TREDGOLD.**  
Died on September 17, aged eighty-one. A leading authority on psychological medicine and on mental deficiency, he was consulting physician to University College Hospital. He took an active part in promoting the passage of the Mental Deficiency Act of 1913.



**MR. ALAN BOTT.**  
Died on September 17, aged fifty-eight. A publisher and author and founder, with Sir Hugh Walpole, of the Book Society. He served with the R.F.C. in World War I.; was Special Correspondent and Dramatic Critic of various journals. He was Editor of *The Graphic*, 1926-32.



**MR. GEORGE TOMLINSON.**  
Died on September 22, aged sixty-two. He had been Labour M.P. for Farnworth since 1938. He was Parliamentary Secretary Ministry of Labour, 1941-45. From 1945 to 1947 was Minister of Works; and from 1947 to 1951 Minister of Education.



**TALKING TO GENERAL NEGUIB, THE EGYPTIAN PRIME MINISTER, IN CAIRO: PRINCE FAISAL, THE FOREIGN MINISTER OF SAUDI ARABIA.**  
Prince Faisal, second son of King Abdul-Aziz of Saudi Arabia and Foreign Minister, has been staying in Cairo, where the Council of the seven-nation Arab League has been in meeting. Our photograph shows him with General Neguib on September 12. The new Secretary-General of the Arab League is Abdel Khalek el Hassouna.



**THE WORLD'S SPEEDWAY CHAMPION FOR THE SECOND TIME: JACK YOUNG RECEIVING THE TROPHY FROM FIELD MARSHAL SIR WILLIAM SLIM.**  
Jack Young, a twenty-seven-year-old Australian from Adelaide, won the world's speedway title for the second year in succession before a crowd of 93,000 people at Wembley Stadium on September 18. Field Marshal Sir William Slim presented him with the *Sunday Dispatch* winner's cheque of £500 and trophy.



**VICE-ADM. E. M. C. ABEL SMITH.**  
To become Flag Officer, Royal Yachts, in February next. He has been Vice-Controller (Air) and Chief of Naval Air Equipment since February 1950, and is to be relieved in his post by Rear-Admiral Caspar John. Admiral Abel Smith is a qualified air pilot.



**MISS VESTA TILLEY.**  
Vesta Tilley, Lady de Frece in private life, died on September 16, aged eighty-eight. She was one of the few remaining links with the music-hall of Victorian and Edwardian days, and for over forty years was one of the brightest stars of the variety stage.



**THE FIRST PILOT IN THE W.R.A.F. VOLUNTEER RESERVE TO BE AWARDED R.A.F. WINGS: PILOT OFFICER J. L. BIRD.**  
The first pilot in the W.R.A.F. Volunteer Reserve to be awarded R.A.F. wings, Pilot Officer Jean Lennox Bird, aged forty, was presented with them at a special parade at No. 15 Reserve Flying School, Redhill, on September 20. The presentation was made by Air Marshal Sir Ronald Ivelaw-Chapman, A.O.C.-in-C. Home Command. Our photograph shows Pilot Officer Bird wearing her "wings" after the presentation.



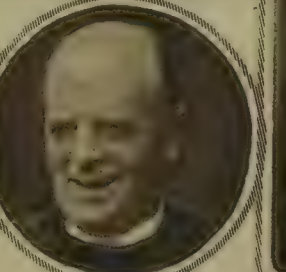
**SIR MONTAGUE BURTON.**  
Died suddenly on September 21, aged sixty-seven. Sir Montague Burton was head of the multiple clothing firm which, during World War II., made more than 13,000,000 items of clothing for the Forces. He endowed chairs of industrial relations in several universities.



**REAR-ADM. R. K. DICKSON.**  
Died on September 17, aged fifty-four. He was head of the British Naval Mission to Greece, 1949-51. He was in command of the mine-layer *Manxman*, 1940-42; Deputy Director of Plans Division, Naval Staff, 1943-44, and Chief of Naval Information, 1944-46.



**MR. NAT D. AYER.**  
Died on September 19, aged sixty-five. A well-known song composer, he wrote the music for "The Bing Boys" revues. His compositions included "If You Were the Only Girl in the World," "Oh, You Beautiful Doll," "Let the Great Big World Keep Turning."



**DR. F. A. IREMONGER.**  
Died on September 15, aged seventy-three. He had been Dean of Lichfield since 1939. Previously he was the first Religious Director of the B.B.C. In this capacity he frequently broadcast, and, in 1937, gave a commentary on the Coronation Service from Westminster Abbey.



**MR. KOJIRO ABE.**  
Chairman of the All-Japan Cotton and Spinners' Association and head of the Japanese delegation to the International Cotton Conference which arrived in England on September 14. Mr. Abe said that the delegation had come to England "to try and promote understanding."



**MR. KRAFT.**  
Has succeeded Mr. Pearson, the Canadian Secretary of State for External Affairs, as chairman of the North Atlantic Treaty Organisation. Mr. Kraft, who is the Danish Foreign Minister, has spoken of "the very crucial stage" which the Organisation has reached.



# "LIMELIGHT" AND CHARLIE CHAPLIN: THE LATEST FILM TRIUMPH OF THE



A SCENE FROM THE NEW CHAPLIN FILM, "LIMELIGHT": TERRY (CLAIRE BLOOM) AS A BALLET-DANCER WITH POSTANT (NIGEL BRUCE) AND NEVILLE (S) (SYDNEY CHAPLIN).



CALVERO (CHARLES CHAPLIN), AS A LONDON STREET BUSKER, SPEAKS TO THE YOUNG BALLET-DANCER, TERRY (CLAIRE BLOOM), IN THE BAR OF A LONDON PUB.



CALVERO (CHARLES CHAPLIN), IN HIS SUCCESS AS A MUSIC-HALL COMEDIAN, STRIKES A POSE DURING HIS ACT WHILE SINGING "THE SARDINE SONG"—A POSE BLENDING VERDUCCI AND THE OLD CHARLIE.



DOWN AND OUT, CALVERO (CHARLES CHAPLIN) THINKS DEPENDENTLY OF THE OLD DAYS WHEN HE WAS A SUCCESSFUL MUSIC-HALL COMEDIAN IN THE LONDON OF 1914-17 OR THEREABOUTS.



AMONG THE MANY PIECES OF VIRTUOSITY IN HIS NEW FILM, "LIMELIGHT," CHAPLIN (AS CALVERO) PLAYS A VIOLIN SOLO OF HIS OWN COMPOSITION—IN A BACK-STAGE SCENE.



CALVERO (CHARLES CHAPLIN), AS A BUSKER, TRIES TO COLLECT FROM POSTANT, THE MANAGER OF THE EMPIRE (NIGEL BRUCE) AND THE YOUNG COMPOSER (SYDNEY CHAPLIN).



IN THE BALLET IN "LIMELIGHT," THE CLOWN (CHARLES CHAPLIN) BEGS THE POLICEMAN (CHARLES CHAPLIN, JUNIOR) AND THE PANTALOON (WHEELER DRYDEN) TO PERFORM.

# WORLD'S GREATEST COMEDIAN AND "ONLY GENIUS IN MOTION PICTURES."



AFTER RESCUING THE YOUNG BALLET DANCER, TERRY (CLAIRE BLOOM), FROM SUICIDE, CALVERO (CHARLES CHAPLIN) LISTENS WHILE THE DOCTOR (WHEELER DRYDEN) PRESCRIBES FOR HER.



IN A SCENE WHICH RECALLS THE OLD CHAPLIN, CALVERO (CHARLES CHAPLIN) DRESSES A CUP AND DELIVERS A SEMI-HUMOROUS LECTURE TO TERRY (CLAIRE BLOOM).



THE DRAMATIC TABLES ARE TURNED: WHILE CALVERO, WHO RESCUED HER FROM DESPAIR, IS HIMSELF OVERCOME BY IT, THE NOW-SUCCESSFUL TERRY TRIES TO INSPIRE HIM WITH HOPE. CHARLES CHAPLIN AND CLAIRE BLOOM IN "LIMELIGHT."



CALVERO (CHARLES CHAPLIN) HAS NOW SEEN THE DANCING OF THE BALLET DANCER, PLAYED BY CLAIRE BLOOM, AND IS PROFOUNDLY MOVED BY IT.



CLOWN AND COLUMBINE: A BACK-STAGE SCENE FROM "LIMELIGHT," WITH THE CLOWN (CHARLES CHAPLIN) INSPIRING AND WISHING GOOD LUCK TO COLUMBINE (CLAIRE BLOOM).

THE world premiere of the new Chaplin film, "Limelight"—his first for five years—was at New York on Sept. 15, when it was received with an ovation of critical acclaim. After Mr. Chaplin, whom Bernard Shaw described as "the only genius in motion pictures," had left New York by sea for London for the English premiere, but before he had reached England, Mr. McGranery, the U.S. Attorney-General, ordered the Immigration Service to prevent Mr. Chaplin from re-entering the United States until a hearing has determined whether or not he is admissible. No reason was given for this action. Mr. Chaplin, although resident in America for about forty years, is, of course, still a British subject. In the meanwhile, the London premiere of "Limelight," fixed for October 16 at the Odeon, Leicester Square, was eagerly awaited, and these stills from the film are of the greatest interest. The theme of the story, which is set in the

(Continued opposite.)

(Continued.) London of 1917 or thereabouts, is as follows: Calvero, a successful but fading English music-hall artist (Charles Chaplin), rescues a young student of the ballet, Terry (played by the young English actress, Claire Bloom), from suicide. Through his efforts to restore her confidence and desire to live, a close association springs up between them and when he is down and out she, now successful, endeavours to help him. Recognising the impossibility of the situation, he leaves her life, knowing that his place will be taken in due time by the young composer, Neville (Sydney Chaplin). There is a typical surprise ending. Besides the book, Chaplin has written the music, which includes a concerto, an entire ballet, "The Death of Columbine" (in which Melissa Hayden and Andre Eglevsky dance), additional ballet music and three songs. Chaplin has also produced and directed the film.



## A PAGE FOR COLLECTORS. TEA-TIME FOR THE IRON DUKE.

By FRANK DAVIS.



APSLEY HOUSE, now the Wellington Museum, is liable to be a trifle overwhelming if you are not very careful. You find yourself taking part in a ceremonial parade commemorating the great soldier, and you are surrounded by the bâtons of field marshals, monstrous services of Prussian porcelain, and the more than aldermanic splendours of the presentation shields and table centrepieces which the silversmiths of the time were commissioned to manufacture by Governments and City merchants in honour of the most successful commander since Marlborough in the history of these islands. All this is right, proper, fascinating and important. You then search for the man behind all this pomp and circumstance, and you find him—first in the equestrian portrait by Goya which hangs over the fireplace in the Waterloo Gallery; the face is fuller than that to which we are accustomed in later portraits. Goya was incapable of the slick flattery of Sir Thomas Lawrence; here is a wonderful study of character—the habit of command, the fastidiousness, and also subtlety and patience. Next there are the dozens of paintings by minor Dutch masters, by no means all of them captured in the baggage-train of Joseph Bonaparte, and therefore presumably acquired to please himself. (There they are in serried ranks in large rooms. To appreciate them as they deserve you would need to hang them—four or five at a time—in the small rooms for which they were originally painted.) Then there are the pencilled battle orders which it is impossible to see without a sense of urgency, as if one was oneself playing a part in the action,



FIG. 1. MADE TO THE ORDER OF THE DUKE OF WELLINGTON AND CARRIED BY HIM THROUGH THE WATERLOO CAMPAIGN: A TRAVELLING SILVER TEA-SET BEARING THE LONDON HALL-MARK FOR 1814-15. THE HEIGHT OF THE TEAPOT IS 4½ INS.

could well have been the bright idea of some good craftsman of our own time determined to make his name as a creator of a simple, stream-lined style and to go down to posterity as a twentieth-century innovator. It was, in fact, made by someone whose initials were C.P., and it bears the London hall-mark for 1826-27. We are not really so modern as we sometimes think. On the other hand the salt-cellar of Fig. 3 could well have been made about 1770; it is pure Adam style, and who can guess how many similar pieces were manufactured before the end of the eighteenth century? This particular example is by the London silversmith William Abdy, and bears the date letter for 1803-04—by then it was beginning to seem a little *demodé*, and people were looking about them for new ideas.

They found an earnest prophet in the person of an architect, C. H. Tatham, who published a book entitled "Designs for Ornamental Plate," which is well worth looking up if you are interested in the way fashions change. Like other men with a mission, he leaves his readers in no doubt as to the errors of the past: "Instead of *Massiveness*," he writes, "the principal characteristic of good plate, light and insignificant forms have prevailed, to the utter exclusion of all good Ornament whatever." That was in 1808, and it so happens that the year before something of the same sort had been written by Thomas Hope of Deepdene (of the great Amsterdam merchant family), who published his panacea for the reform of English cabinet-making in a beautifully printed folio volume. The man of wealth and taste must order furniture based upon designs from ancient Rome and Egypt. No less than Mr. Tatham, he had a poor opinion of earlier craftsmen, who were "entirely ignorant of the most familiar principles of visible beauty, wholly un instructed in the simplest rudiments of drawing, or, at most, only fraught with a few wretched conceits,

borrowed from the worst models of the degraded French school of the middle of the last century . . ."; and so forth. Thus do the arbiters of taste of one generation decry the notions of its predecessors, but to what extent they are in fact originators of new ideas or are merely expressing in words the general opinion of their contemporaries, no man can tell. What is certain is that the first thirty years of the nineteenth century, which is generally referred to loosely as the Regency Period (though George IV. was actually Regent only from 1811 till he became King in 1820), was a time when all kinds of styles were imitated, from the very simple things illustrated on this page and the self-conscious extravagancies of the presentation plate which you can see in such profusion at Apsley House to extremely well-made and able versions of the lively exuberance which was the fashion in the time of Paul Lamerie in the 1740's; while yet another piece by a good craftsman like Paul Storr will look remarkably like a characteristic example of the French Regency period—that is, in the 1720's—another will have all the simplicity of the reign of Queen Anne—and, as I have pointed out in the case of Fig. 2, there are yet others which seem to look forward to the experiments of our own generation. It is true.

enough that this confusion of ideas makes it a little difficult to find one's way about during these years, and I know several people who dismiss the whole period as tiresome just because it is so varied. They look at its oddities and extravagancies and remember only that it was just these lush and pompous and over-decorated pieces which appealed most to the early Victorians, with the disastrous results which are familiar to everyone. I think it is its extraordinary variety which makes it doubly interesting.



FIG. 2. THIS "COULD WELL HAVE BEEN THE BRIGHT IDEA OF SOME GOOD CRAFTSMAN OF OUR OWN TIME DETERMINED TO MAKE HIS NAME AS A CREATOR OF A SIMPLE, STREAM-LINED STYLE AND TO GO DOWN TO POSTERITY AS A TWENTIETH-CENTURY INNOVATOR": A JUG WHICH BEARS THE LONDON HALL-MARK FOR 1826-27 AND THE MAKER'S MARK C.P. (HEIGHT 4½ INS.)

and finally, such domestic and homely details as the travelling tea-set of Fig. 1, which was made to Wellington's order and carried by him through the Waterloo campaign. The contrast between this and other similar pieces and the lavish banalities of so much of the presentation plate is a useful reminder that the earlier tradition was unaffected by attempts at a grandiose style for ceremonial occasions; the latter, though, were splendid examples of fine craftsmanship—let there be no mistake about that. The famous Wellington Shield, for example, designed by Stothard, which by now must be familiar to thousands



FIG. 3. THIS "COULD WELL HAVE BEEN MADE ABOUT 1770; IT IS PURE ADAM STYLE, AND WHO CAN GUESS HOW MANY SIMILAR PIECES WERE MANUFACTURED BEFORE THE END OF THE EIGHTEENTH CENTURY?": A SALT-CELLAR BY THE LONDON SILVERSMITH WILLIAM ABDY, BEARING THE DATE LETTER FOR 1803-04. (HEIGHT 3½ INS.)

Photographs reproduced by Courtesy of the Trustees of the Victoria and Albert Museum. (Crown Copyright Reserved.)

Compare the Duke's travelling tea-set with some of the pompous plate acquired for his appointment as Ambassador to France in 1814 and you will perhaps agree. This ambassadorial plate is interesting for another reason. It had long been customary for ambassadors to receive an issue of plate on their appointment, and this was looked upon as a perquisite. After the Napoleonic Wars this custom was abolished, and the plate now to be seen at Apsley House is thought to be the last of its kind to be retained after the appointment came to an end. But however grand these pieces of ceremony are, the abiding impression remains—how good and how well-designed was the ordinary domestic silver during these eventful years.



# FROM HOME AND ABROAD: A CAMERA SURVEY OF RECENT NEWS ITEMS.



**AFTER BEING STRUCK BY THE FULL FORCE OF A TYPHOON: BUILDINGS AT WAKE ISLAND AIRPORT. ON THE LEFT RESCUE WORKERS CAN BE SEEN ARRIVING.**  
Wake Island, in the mid-Pacific, was struck by the full force of a typhoon for several hours on September 15. No one was seriously injured, although the living quarters of 600 men, women and children were blown to pieces. The inhabitants—employees of the Civil Aeronautics Authority, and their families, and of Pan-American Airways and the weather bureau—took shelter during the storm in underground gun emplacements and ammunition vaults built by the Japanese during the war.



**BUSINESS AS USUAL: MEALS BEING SERVED IN THE PAN-AMERICAN AIRLINE RESTAURANT ON WAKE ISLAND AFTER IT HAD BEEN BADLY DAMAGED BY THE TYPHOON**



**THE SOVIET-CHINESE AGREEMENT SIGNED IN MOSCOW: CHOU EN-LAI, THE CHINESE PREMIER, SIGNING THE AGREEMENT, WATCHED BY MARSHAL STALIN.**  
The Soviet agreement with the Chinese Communists, by which the Russians are to return the Chanchung Railway this year, and are to stay on in Port Arthur, was signed in Moscow on September 14. Our photograph shows (l. to r.) Chen Chiakang; Hsui Hsin; Shih Cho; A. S. Panushkin; Mr. Vyshinsky; N. T. Fedorenko; Mr. Molotov; Su Yui; Chan Ven Tian; G. I. Tunkin; Li Fu-chun; Marshal Stalin; Chou En-lai (signing); G. M. Malenkov; L. P. Beria; A. I. Mikoyan; L. M. Kaganovitch; Marshal Bulganin and P. N. Kurnykin. Russia is to hand over ownership of the Chanchung Railway without payment.



**READY FOR "DIGGING IN" OPERATIONS: THE NEW WOODEN STRUCTURE AT PANMUNJOM BUILT TO REPLACE THE TENT IN WHICH THE KOREAN ARMISTICE TALKS HAVE BEEN HELD. OPTIMISTS HOPE THE WOODEN HUT MAY BE THE OUTCOME OF A COMMUNIST DESIRE FOR A MORE WORTHY SETTING IN WHICH TO SIGN AN AGREEMENT.**



**PHOTOGRAPHED ON THE DAY ON WHICH THE EGYPTIAN ARMY OFFICIALLY DISCARDED THE TARBOOSH: TROOPS OF THE ROYAL BODYGUARD WEARING BERETS AS THEY PARADED IN THE COURTYARD OF ABDIN PALACE ON SEPTEMBER 17.**



**TO BE UNVEILED BY QUEEN ELIZABETH THE QUEEN MOTHER ON SEPTEMBER 26: THE COMMANDO MEMORIAL AT SPEAN BRIDGE, INVERNESS-SHIRE.**

The huge three-figure Commando Memorial at Spean Bridge, Inverness-shire, designed by Mr. Scott Sutherland, is to be unveiled by Queen Elizabeth the Queen Mother to-day, September 27. It stands in what was the principal training area for Commandos during the war. A large number of ex-Commandos are expected to attend the unveiling ceremony.





# ANIMALS IN WHICH THE LOSS OR DEGENERACY OF THE TEETH HAS NECESSITATED A SOFT DIET:

In our issue of July 5 last, we printed an article, with some extremely rare photographs of a delightful but apparently disappearing Australian termite-eating animal, the Numbat. It appears again on this page, with a number of other animals which feed on ants or other soft foods. Animals having similar habits tend to bear a superficial resemblance to each other, even when their internal structure shows that they are not closely related. Conversely, some animals that are markedly different in outward appearance and habits can be shown, by their anatomy, to be closely related. We cannot mistake a squirrel for a rat, for both in habits and appearance they are dissimilar, yet both are rodents. A porcupine

is even more dissimilar in appearance, yet it also is a rodent, while a hedgehog, which superficially resembles the porcupine, is an insectivore, related by its internal anatomy to a mole. The spiny anteater, with its hedgehog-like appearance, is related to that oddity the platypus. Because appearances are so deceptive, the zoologist looks mainly at the internal anatomy in classifying, and especially at the more stable characters of the skeleton, such as the characters of the skull and teeth. This can be the cause of error, however, as the history of the order Edentata shows. The name Edentata, meaning toothless animals, was formerly used to include sloths, anteaters, armadillos, pangolins and aardvarks. Now, the first three of these only

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY

## "ANTEATERS" OF MANY LANDS WHICH PROVIDE INTERESTING EXAMPLES OF CONVERGENT EVOLUTION.

are included in the order Edentata, the pangolins and the aardvarks being assigned to two separate and quite distinct orders. What is now recognised as an error was due to all of these animals having no teeth at all, or at the best, degenerate teeth. Nobody has yet settled whether an anteater eats ants because it has no teeth or has no teeth because its ancestors took to eating soft food. A year-old baby is fed on pap because it is deficient in teeth, and its grandmother, before dentures became so readily accessible as they are to-day, chose a similar diet for the same reason. This probably gives us the answer to the habits of the anteater and all the other "anteaters," that they took to soft food from necessity. This still does not explain

why so often, in distantly related animals, the loss of the teeth is linked with the appearance, in time, of a slender and tubular snout, a long, extensile tongue, and powerful claws for digging out the ants. This is, however, what has happened in many instances, to give examples of convergence beloved by the evolutionist. The aardwolf, an "anteating" hyena, the green woodpecker and the Celebes ground squirrel, on the other hand, do not show this extreme convergence, although showing a tendency that way. The honey-mouse, with its long, slender muzzle and extensile tongue and degenerate teeth, feeds on nectar, even softer food than ants or termites, and affords one of those troublesome exceptions to which every zoological series is subject.

NEAVE PARKER, WITH THE CO-OPERATION OF DR. MAURICE BURTON.



# THE WORLD OF THE THEATRE.

## LOVERS' MEETING.

By J. C. TREWIN.

THE first quarto edition of "Romeo and Juliet" contains a line not found in the Folio, and spoken by Capulet at the height of the ball. "Oh! youth's a jolly thing!" he says to his old cousin as they sit apart. As he speaks the words now at the Old Vic, Romeo and Juliet come face to face for the first time and, in one glance, look their love. As we watch them, with Capulet's tossed-off words in our ears, we remember also the fateful lines of Chorus about the "star-cross'd lovers" and "the fearful passage of their death-mark'd love." It is an imaginative piece of production, and one of the things in Hugh Hunt's revival that will seal this "Romeo" in our minds.

Where the Vic production still shines in memory, that of "Quadrille" at the Phoenix begins already to dim. It was a first-night anxiously expected.

From it I remember the Lunts—who could well forget them?—but, without the text of Noël Coward's romantic comedy at hand as a crib, I might forget the whole thing within a fortnight. Even now it is hard to say just what happened to those other lovers, Serena and Axel, in the years 1873 and 1874. Once more, alas, Coward has not written in permanent ink.

Maybe the contrast is unfair, for no modern play in any week is likely to stand up to a "Romeo" revival. This one is distinguished for me by the acting of Alan Badel, who is likely to cause much dispute among Shakespeareans at the Vic. Mr. Badel is an uncommonly adaptable player, able to pass at will from Shallow to Ariel. Here he is Romeo: he sees the man as a young Italian who loves passionately, and who is not afraid of showing his feelings. That is not too easy for some young English actors. I have known Romeos without a flicker of temperament, stolid young men to whom it is absurd for Friar Laurence to say:

The sun not yet thy sighs from  
heaven clears,  
Thy old groans ring yet in mine  
ancient ears.

These actors have spoken their verse with care and appreciation; but they have never known what it is to sigh and groan. How could they tear their hair, and (for a Romeo must do this) "fall upon the ground, as I do now, taking the measure of an unmade grave"?

Romeo must express his feeling: this is what Alan Badel does in a performance that never slackens, a tumultuous, temperamental study that to Northern minds may seem strange, a little embarrassing. "People don't do such things," as the Ibsen character says. But Romeo does; and though Mr. Badel may be held to carry his fervour across the bounds, he never allows us to mistake him for a young man at a lawn-tennis tournament. It is mediæval Verona, passionate and fiery: I am afraid that some people will be troubled by Mr. Badel; we are not used to Romeos of this determination.

Although Claire Bloom's Juliet seems to me to be less compelling, it is in many ways—and especially in the first half of the tragedy—a true portrait of young and ardent love. The actress does not remain outside the picture, one of the "pale, unripen'd beauties of the North": she has the flame, though it wavers in the second half, and most of the passages I remember are Romeo's. Mr. Badel can let you feel, as it were, how a phrase tastes. There is no superficial speaking; nothing hit-or-miss. If we do ask uncomfortably at times whether the actor is

too vehement here, too extravagant there, this maybe is solely because we are not trained.

Except on the nights of meeting and parting—that parting in the daybreak, spoken beautifully by both Mr. Badel and Miss Bloom—the lovers are together once only in life: in Friar Laurence's cell. Sir Lewis Casson is now the Friar and makes a living man of him, but indeed most of the characters in this production live, from William Devlin's rigid Escalus to Newton Blick's squeezed-lemon Peter. There are Athene Seyler's amiable jelly of a

Nurse; William Squire's alert, graceful Benvolio; and a straightforward Mercutio by Peter Finch (who finds Queen Mab trying). Laurence Payne's Tybalt is possibly the most complete performance of the night: a small part, it is true, but here a deadly black streak in the sunlight of Verona. He is the "furious Tybalt," a man deaf to peace, a swashbuckler of the summer day. His death is managed excitingly. For once he is not spitted on Romeo's rapier (as Juliet is still permitted to say in the Potion scene), but stabbed in a flash by Romeo,

who leaps at him much as I used to see a former West Country wing three-quarter jumping the opposing full-back.

The production has many good things. I shall recall it as a revival that is warmed by the Italian sun. Such a memory remains as that of Alan Badel's Romeo, shaken with sobs in the Mantuan street before his desperate "Well, Juliet, I will lie with thee to-night." He recites the contents of the apothecary's shop, not as a mere decorative catalogue, but as they would be remembered by a man in fever. But I still do not know why the apothecary insists on bearing round with him the "mortal drug" that to sell is a corporal offence in Mantua. Maybe he has suicide in mind: we shall never know.

We are less tempted to ask questions about "Quadrille," that other (and very mild) play of lovers' meetings and partings and elopements: Coward's carefully plotted excursion into romantic comedy among the

opulence of the Beaton sets. Lynn Fontanne and Alfred Lunt act together with an almost majestic ease. Miss Fontanne's words dance and ripple until you feel that she is the Fonteyn of comedy; and Mr. Lunt creates a man: he is not merely touching-off a light impression of the railroad king from the West. He has been, as he says he has, in a brakeman's van all over America (this speech is Coward's principal achievement), and when he confesses to Serena, the Marchioness: "The railroad is my dream, the whole meaning of my life, my pride, and all my hopes for the future," he means simply that.

The Lunts, then; a speech or two; an occasional scatter of good lines; some capable lesser acting: this is the whole of "Quadrille": its plot already melts. Perhaps it would have helped if Coward had brought on some of the people he mentions only in passing: old Lady Herondell, let us say, who has imagined herself to be a bird for several years; the moist young man from the German Embassy; the manicurist who is called "a suburban truffle-pig burrowing her way into her clients' confidence."

There is darker work at the Mermaid, the enviable Elizabethan theatre that has sprouted behind Bernard Miles's St. John's Wood garden. No lovers' meeting here: simply "Macbeth," and spoken—what is more—in an accent said to be that used by educated Londoners at the time the tragedy was produced. It turns out to be a warm but distracting rural burr, with (at a venture) dabs of Cockney, Scots and Yorkshire ("Say thou nowt!" from the Witches). We think of some of the "Winter's Tale" shepherds rather than of "Macbeth," and it says much for Bernard Miles, Josephine Wilson, and their cast that they persuade us at times to forget the accent. "What things have we seen done at the Mermaid?"



"OH! YOUTH'S A JOLLY THING!"—ROMEO AND JULIET COME FACE TO FACE FOR THE FIRST TIME AND, IN ONE GLANCE, LOOK THEIR LOVE: THE FIRST MEETING OF THE TWO LOVERS ROMEO (ALAN BADEL) AND JULIET (CLAIRE BLOOM) IN THE OLD VIC REVIVAL BY HUGH HUNT OF "ROMEO AND JULIET."



"THE BRIGHTNESS OF HER CHEEK WOULD SHAME THOSE STARS, AS DAYLIGHT DOETH A LAMP..."—CLAIRE BLOOM AS JULIET IN "ROMEO AND JULIET." MR. TREWIN SAYS THAT CLAIRE BLOOM'S JULIET "IS IN MANY WAYS—AND ESPECIALLY IN THE FIRST HALF OF THE TRAGEDY—A TRUE PORTRAIT OF YOUNG AND ARDENT LOVE."



"AN UNFORTUNATE MELTED-TOFFEE COMEDY FROM WALES": "WISHING WELL," BY E. EYNON EVANS AT THE COMEDY THEATRE. A SCENE FROM THE PLAY SHOWING (L. TO R.) HENRY PUGH (LUPINO LANE); IRENE JENNINGS (BARBARA MARSH); PETER JENNINGS (MICHAEL BIRD); JANE (PATSY SMART) AND AMOS PARRY (E. EYNON EVANS).

### OUR CRITIC'S FIRST-NIGHT JOURNAL.

"SYLVIA" (Covent Garden).—Margot Fonteyn at her height in a three-act ballet by Frederick Ashton to the music of Delibes. (September 3.)  
 "WISHING WELL" (Comedy).—An unfortunate melted-toffee comedy from Wales. (September 4.)  
 "DON JUAN IN HELL" (Arts).—Alec Clunes again as the eloquent Juan in Shaw's "Shavio-Socratic dialogue" in the Void. (September 8.)  
 "GRAND GUIGNOL" (Irving).—Three indifferent playlets in a distressing evening. (September 9.)  
 "MACBETH" (Mermaid).—The tragedy spoken in the distracting rural burr that is assumed to be the educated speech of Shakespeare's London. In this tiny theatre Bernard Miles and Josephine Wilson act strongly enough to make us regret the handicap of their speech. (September 10.)  
 "QUADRILLE" (Phoenix).—Noël Coward's thin romantic invention is transformed by the acting of Lynn Fontanne and Alfred Lunt. (September 12.)  
 "ROMEO AND JULIET" (Old Vic).—Alan Badel's ardent Romeo, and the clearly-expressed Juliet of Claire Bloom, in a revival by Hugh Hunt that holds the full blaze of Verona. (September 15.)  
 "THE BARBER OF SEVILLE" (Stoll).—The first production in a season of Italian opera. (September 15.)  
 "THE TROUBLEMAKERS" (Strand).—A vigorous American drama of political persecution is rammed home with an exciting performance by Gene Lyons. (September 16.)  
 "EBB-TIDE" (Royal Court).—Stevenson's tale of the South Seas strongly dramatised. (September 16.)





—they have such a good name



## NOTES FOR THE NOVEL-READER.

## FICTION OF THE WEEK.

IF, as some people think, the stamp of value is to be "memorable," there is no doubt that Ernest Hemingway's last novel scored a bull's-eye. "Across the River and Into the Trees" must be a vivid memory to all who read it. With a wild surmise, perhaps they asked themselves: What next? Next comes "The Old Man and the Sea" (Cape; 9s. 6d.)—which, at the deepest level, is the same again.

Though on the all-important surface it is wholly different. Again, we have the yearning toughness in decline, the balm of youthful adoration. But last time, Mr. Hemingway's emotions had got off the lead. Here he has brought them under discipline. And so the tale, for one thing, is much shorter; and its painful veteran is really old. The Colonel, you remember, had turned fifty, though to himself he called it "half a hundred," and made it sound a hundred at least. Here, as a Cuban fisherman, he wears no age-tag, but strikes one as far gone in years. And the consoler has changed sex. The Colonel's girl-Contessa has become a fisher-boy—a kind of *chela*, tending and feeding him in age as Kim tends his beloved lama. But more than all, this story has a brilliantly objective cast. The Colonel talked; the fisherman's heroic pathos is revealed in action.

Eighty-four days running, he has come in with an empty skiff. And after the first forty he has been alone. For then his ill-luck is established, and the *chela's* parents order him to another boat. Yet still the bond is firm, and the old man indomitable. Nightly he dreams of lions—the lions he saw in youth, on the beaches of Africa; and every dawn he rows out of the harbour seeking his big fish. The big fish must be somewhere; and to-day, the eighty-fifth day, he means to go far out, and look for it "beyond all people."

And far out on the mile-deep water he achieves his quest. It is a mightier fish than he has ever caught, or even heard of. It is too big for him to raise. And it makes out to sea, with the skiff after it.

"The fish moved steadily and they travelled slowly on the calm water." "The fish never changed his course nor his direction all that night as far as the man could tell from watching the stars." . . . That is the magic element; and it is very strong, and luminously concrete. The duel continues night and day, while the exhausted, agonised old man loves his stupendous victim like a brother. At last, it is as though he triumphed in a dream. But he is too far out; his great fish is attacked by sharks, and when he gets it into port there will be nothing left of it.

But there is still the other side. Faintly we hear the Colonel's voice, self-lecturing and fond, like a devoted Nanny's. The Colonel merely told himself to take a bath; but though the old man's counsels are more strenuous, the broody accent is the same. And every now and then, the proud philosophy of conflict grazes an alarming silliness.

"Steamboat Gothic," by Frances Parkinson Keyes (Eyre and Spottiswoode; 13s. 6d.), is, I need hardly say, for other tastes. It is a long, long comfortable book, not boring at the time, and nicely rounded off with a historic moral.

Clyde Batchelor, the hero, has reformed his ways before the story opens. He grew up in the gutters of St. Louis, excelled at shooting crap, and found a living on the shanty-boats as a professional sharper. From these he graduated to the "floating palaces," the glory of the Mississippi. Then came the Civil War; and Clyde, expanding still, flourished on business with the Union army and with Southern profiteers and hoarders. The next thing was the voice of Lucy Page. He heard it passing by, one day in Richmond, and was hers for life. At first it seemed impossible she could be his. Her father and four brothers killed in action, her husband dying of wounds, her proud old mother his determined foe, and she herself so rare, so virginal, so finely bred—how could she look at this invader, who was not a gentleman? Yet she has looked at him, and loved him. And he has bought the mansion of his dreams, a great plantation-house in "steamboat Gothic"—a floating palace come ashore. Now he has only to live down his past, and above all, to cherish and deserve his wife.

Clyde, we discover, is the new America; he has worked up to culture, where the "Southern gentleman" tended to let it down. His quarter-century of adaptation keeps one gently pleased, though looking back, one may be rather puzzled that the book was so long. But there is such a thing as golden mediocrity.

"The Garden," by Martin Newburn (Hogarth Press; 10s. 6d.), is the brief drama of an English square under an ultra-Gallic influence. For though he does not sound it, Tony Travers is a Frenchman to the backbone. Worse still, his father owns a leading fashion-house. And Tony's expertise, his speciality, his major interest, is the other sex. He courts them universally, yet with discrimination, and his first thought in Gresham Gardens is to look around for them. He is the guest of Mrs. Peters, an attractive widow fossilised in woe, and Mrs. Peters has a schoolgirl daughter. Tony pays homage to them both—and to young Hilary with great effect. Then his eye lights on Mrs. Challinor. Here is a perfect beauty, perfectly got up. She has a big, quiet husband and a sulky little boy, and clearly they are all unhappy. In Tony's view, there is an obvious solution; she requires a lover.

That is his big mistake. But he retrieves it brilliantly in the last act. It is a lively and hygienic little story, with a children's sub-plot, mostly on the roofs. In "The Attending Truth," by E. R. Punshon (Gollancz; 9s. 6d.), there is no want of suspects, or of lethal implements, or of dramatic females; rather the other way. All the élite of Pending Dale seem to be mixed up in the deed; and yet the victim was a dim little commercial traveller that they had never heard of. And anyhow, what took him to the 'copse? It was a good place for involving everyone, but how could Winterspoon have known of it?

That is what Bobby Owen has to find out. He works his usual stolid yet discerning way to the flamboyant climax; but here the melodrama has a novel turn, and the approach is livelier than usual.

## CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

THE Berlin master, Kurt Richter, world-famous for the brilliance of his play between the wars, is earning an even greater reputation in his old age as a writer. There has just appeared from his pen the most astounding collection of striking short games I have ever seen, or ever hope to see. If his book were not before me now I should not have thought his achievement possible. By masterly handling of material, he has compressed no fewer than 623 superb short games—every one elucidated by explanatory notes—and 665 diagrams, into a little book of 220 pages which slips handily into the jacket pocket.

And the charm of these games has to be experienced to be believed. He has limited his field to games of twenty moves or fewer, claims to have been scouting for them ever since 1924, and has obviously rejected many more than he has retained.

(If the fastidious reader finds something reminiscent of the Portuguese Customs, who, I understand, assess books for duty by weight, in my considering literary charm and bulk in the same breath, I can only confess that I hate books which are loathsomely, or even needlessly, heavy.)

Every page brings a new surprise. That 623 new games so short should be discoverable at all might surprise some; but haven't I told you that there are over 72,000 different ways of playing the first two moves on each side?

In postal chess, for instance, each player has virtually unlimited time to devote to each move. Not *truly* unlimited. But forty-eight hours, compared to the three or four minutes per move of over-the-board play, is a deuce of a lot.

Yet in postal play, as Herr Richter reveals, a Swiss player once managed to lose in seven moves!

KRAUS	COSTIN	KRAUS	COSTIN
1. P-Q4	P-QB4	5. Kt-B3	P-Q3
2. P×P	Q-R4ch	6. Kt-Q5	Kt-K2?
3. Kt-QB3	Q×BP	7. P-QKt4	
4. P-K4	P-K4		

and Black resigned. His queen is lost. The one uncovered square is QB3, but if 7. . . . Q-B3 there comes 8. B-QKt5, Q×B; 9. Kt-B7ch and 10. Kt×Q.

It was in 1880 that the well-known master, Goetz, won the next game I quote. White is mated on the seventh move of the game by a pawn promoting to a knight! Two indifferent moves by White, his fourth and his fifth, are responsible for this delicious finale. Goetz was Black; his opponent's name is mercifully lost in history.

White	Black	White	Black
1. P-K4	P-K4	5. P-KR3	P-Kt7
2. P-KB4	P×P	discovered check!	
3. P-QKt3?	Q-R5ch	6. K-K2	Q×KPch
4. P-Kt3	P×P	7. K-B2	P×R

becoming a knight—mate!

The third brevity was won by Black in six moves without moving anything but his pawns. (Reminds one of the fair opponent of Capablanca in a simultaneous display who moved nothing but her pawns, and naturally lost rapidly. When he asked her afterwards why she hadn't brought out a few pieces, she explained: "I only heard about this display this afternoon. I *did* want to play you but only had time to learn the pawn moves!") Won by Brüning at Milwaukee:

White	Black	White	Black
1. P-Q4	P-Q4	4. B-B4	P×QP
2. P-QB4	P-K3	5. B×Kt	P×Kt
3. Kt-QB3	P-QB4	6. B-K5	P×KtP

White resigns; he cannot cope with both threats . . . P×R and . . . B-Kt5ch winning the queen.

## BOOKS OF THE DAY.

## GREAT WRITER—GREAT STATESMAN.

RECENTLY I have had staying with me one of the ablest of the youngest generation of national journalists—youth, that is to say, in that his formal education was completed just before the war. It has been extremely interesting to observe his tastes in literature, and particularly the complete gaps in his knowledge. That is to say, I have had the pleasure of introducing him to such favourites of mine as Arnold Bennett and John Aubrey, and also, and this is the astonishing thing, to Kipling, of whom he knew nothing. And yet, on second thoughts, perhaps it is not so astonishing. His childhood and youth coincided with the revolt against everything which Kipling held dear and the dissolution of the great Indian Empire, in which he learned his craft and of which he wrote most successfully. Soon, very soon, I think, the reaction to Kipling is bound to set in.

I can imagine no better introduction for a young man than "A Choice of Kipling's Prose," selected by W. Somerset Maugham (Macmillan; 15s.). Mr. T. S. Eliot has paid tribute to Kipling as a poet, but here one master of the short story—certainly the greatest living—salutes one who, in Mr. Maugham's own words, "is our greatest short-story writer." Mr. Maugham rightly says that Kipling was most at home when he wrote stories about Indians and the British in India, and "wrote with an ease, a freedom, a variety of invention which gave them a quality which in stories in which the subject matter was different he did not always attain. Even the slightest of them are readable. They give you the tang of the East, the smell of the bazaars, the torpor of the rains, the heat of the sun-scorched earth. . . ." If he had had his way, Mr. Maugham would have included all the Indian stories. As it is, however, he has to make a selection, and from what an *embarras de richesse* he has to choose! Every one who is brought up on Kipling will have their own ideas on this subject, but few will quarrel with Mr. Maugham's selection of such stories as "The Man Who Was," "The Tomb of His Ancestors," the grisly "At the End of the Passage," which has sent a shiver up my spine since childhood, or that strange and horrifying story "Love o' Women," which Mr. Maugham describes as one of the two stories in which "Kipling has attempted (successfully) to represent passion." Mr. Maugham, himself probably the most prolific writer of the first rank of our time, pays tribute to Kipling's prodigious output and quotes the story of the editor of *Macmillan's Magazine* who, on Kipling's first arrival in London, when he was already a name to conjure with, asked him how old he was. Kipling replied that on his next birthday he would be twenty-four, which wrung from the astonished editor the natural ejaculation: "My God!" Mr. Maugham rightly refers to the curious streak of schoolboy brutality which runs through many of Kipling's "practical joke" stories, without, I think, fully understanding the appalling background of unhappiness which was the fate of children whose parents had to leave them with strangers in England—unhappiness which was endured by so many children, certainly up to the time of my own childhood. (For that reason I personally would have included the story of "Punch and Judy," as would many Anglo-Indian children of my and earlier generations.) I find it difficult to agree with Mr. Maugham's dislike of "Brugglesmith," which I have always found ecstatically and joyously funny (as did my Kipling-ignorant journalist friend), but I am glad that, in spite of his dislike of the practical-joke stories, he has included "The Village that Voted the Earth Was Flat"—to my mind one of the most perfectly constructed (as well as amusing) short stories ever written. However, the task of a Kipling anthologist is a well-nigh impossible one. Nevertheless, Mr. Maugham must be held to have succeeded completely, and we must be grateful to him for resuscitating this great writer for our delight. Time is beginning to show that Kipling, like Colonel Blimp, was more often right than not. Let the last word be with Mr. Maugham when he says: "I can't believe he will ever be equalled. I am sure he can never be excelled"—as generous a tribute from one great writer to another as I ever remember reading.

Reading: "The War Speeches of the Rt. Hon. Winston S. Churchill," compiled by Charles Eade, Vols. I, II, and III. (Cassell; 21s. each), is to be transported by the wonderful mastery of the English language of that great man to a past which is at once so recent and at the same time now, seems so long ago. Mr. Eade has rightly carried the story back to the great warning speeches made by Mr. Churchill in the two years before the war. Reading them now, with a historian's wisdom after the event, we can say casually: "Ah, yes! of course, he was quite obviously right." It is, however, both Mr. Churchill's greatness and his misfortune to be right too far ahead. Thus, at the time when he made his warning speeches, Mr. Churchill was regarded as a politician who was "finished," and a scaremonger. In the same way, when he made his great speeches at Fulton and at Zurich after the war, warning the world of the menace of Russia, he was reviled by many for giving expression to what the world now regards as the commonplaces of the Russian threat. It is difficult now to remember the agony of suspense of June, 1940, when to the outside world at any rate, it seemed inevitable that the end of our long story of liberty had come. But Mr. Churchill's great speeches in those brilliantly fine summer weeks carry one back on the instant to the Dunkirk beaches and the days when the Battle of Britain still hung in the balance. Vol. I. takes the story to the middle of 1941, and contains not merely all the great speeches of the first year of Mr. Churchill's Premiership, but the fascinating notes of his speech in secret session on June 20, 1940. Vol. II. runs up to the end of 1943, and while events mirrored in the speeches reproduced are stirring enough, to my mind, Vol. I. is the more evocative, as it deals with the time when the danger, like Mr. Churchill, was at its greatest. Vol. III. is rather less interesting, for the reason that the speeches in it deal with the period when the fact that victory was inevitable became ever more clear. It concludes with Mr. Churchill's speech on the final victory over Japan and his first major speech as Leader of the Opposition. It was a great speech and provides a noble end to these three fascinating volumes.—E. D. O'BRIEN.

K. JOHN.





Scene reconstructed by Roy Carnon

WHEN IT FIRST OPENED ITS DOORS, in 1894, to post-graduate students from other universities, the Cavendish Laboratory at Cambridge granted them a greater privilege than anyone suspected. Only three years later their brilliant leader, Professor J. J. Thomson, announced that his experiments with cathode rays had revealed "... matter in a new state ... in which the subdivision of matter is carried very much further than in the ordinary gaseous state. ..." With this discovery of the electron, as it is now known, came the dawn of the atomic age — an age which has already transformed science and industry — giving us such wonders as television and the electron microscope — and has provided a vast new source of power. How rich were the closing years of the nineteenth century in great names and great beginnings!

It was also in 1894 that Albert E. Reed took over an almost derelict straw paper mill to make super-calendered newsprint and other printing papers. Acquiring and revitalising other paper mills with remarkable energy and foresight, he founded one of the world's largest paper-making organisations. And at the five mills of the Reed Paper Group — where giant modern machines produce every day hundreds of tons of newsprint, kraft, tissues and other papers — his pioneering spirit is kept alive in ceaseless technological research.

## TO-DAY THE REED PAPER GROUP



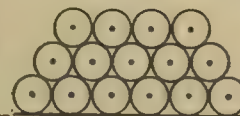
Employs over  
6,500 workers



Uses some  
300,000 tons  
of coal a year



Operates 26  
paper-making  
machines



Produces over  
275,000 tons of  
paper a year

*Pioneers in modern paper technology*

# Reed

PAPER GROUP

ALBERT E. REED & CO. LTD

THE LONDON PAPER MILLS CO. LTD • EMPIRE PAPER MILLS LTD  
THE MEDWAY CORRUGATED PAPER CO. LTD • MEDWAY PAPER SACKS LTD  
BROOKGATE INDUSTRIES LTD • THE NATIONAL CORRUGATED PAPER CO. LTD  
REED FLONG LTD • REED PAPER SALES LTD  
POWELL, LANE MANUFACTURING CO. LTD • E. R. FREEMAN & WESCOTT LTD

*Head Office: 105 Piccadilly London W.1*



# This is the Gin

## for every occasion and every taste



### SPECIAL DRY GIN

The gin of incomparable quality—'the heart of a good cocktail'. Bottle 33/9d.  $\frac{1}{2}$  bottle 17/7d.  $\frac{1}{4}$  bottle 9/2d. Miniature 3/7d. U.K. only.

### ORANGE GIN AND LEMON GIN

Delicious on its own, with tonic water or a splash of soda. Bottle 32/-.  $\frac{1}{2}$  bottle 16/9. Miniature 3/5d. U.K. only.

### 'SHAKER' COCKTAILS

'There's no comparison'—seven appetising varieties mixed by experts and ready to serve from shaker bottles. Bottle 21/-.  $\frac{1}{2}$  bottle 11/3d. Miniature 2/5d. U.K. only.

# Gordon's

## Stands Supreme

*your feet must breathe.*



Foot perspiration is healthy but... it must escape. Only leather soles allow that. For health and comfort there's nothing like leather.

*Ask...is it REAL leather?*



*For those who treasure  
their leisure*

Phillips Bicycles are the choice of those who naturally insist on the best. Their smooth, effortless action, superb specifications and beautiful finishes are designed to give lasting pleasure and satisfaction, and real pride of ownership. See them at your dealer's, or write for illustrated literature.

# PHILLIPS



the World's most MODERN Bicycle

PHILLIPS CYCLES LIMITED, BIRMINGHAM, 40





## PHOSPHORUS

*PHOSPHORUS* is an element essential to life, whether animal or vegetable. Though it occurs abundantly in the form of natural phosphates, these can be absorbed by plants only with difficulty. They must first be converted into soluble fertilizers such as super-phosphate, which are then absorbed easily. This conversion is one of chemistry's greatest contributions to agriculture. Phosphorus, which is never found free in nature, is obtained mainly from the mineral apatite — a compound of phosphorus and calcium that is found in many countries, but principally in the U.S.A., Russia and North Africa. Other valuable sources are animal bones and basic slag — a by-product of steel making.

The element exists in several forms, the two most important being "yellow" phosphorus, a white, wax-like poisonous solid that catches fire when exposed to air, and "red" phosphorus, a non-poisonous powder used in the striking compound on safety-match boxes. Compounds of phosphorus are used in medicine and for purposes as different as water softening and the rust-proofing of steel.

In addition to using small quantities of the element in making phosphor bronze, an important heavy-duty alloy, I.C.I. uses more than 70,000 tons of phosphate rock every year in producing "Concentrated Complete Fertilizers" for agriculture.







**WILLIAMS & HUMBERT'S**  
**DRY SACK**  
REGD.

*The World Famous Sherry*

**SPAIN'S BEST!**

**DRY SACK** is matured, bottled and shipped by us to the leading markets of the world.

*Williams & Humbert*  
 Jerez and London

*For those with sweeter tooth we recommend WALNUT BROWN Sherry*



**HAVE YOU EXPERIENCED GRAND MARNIER?**

Sip Grand Marnier with your after-dinner coffee and know the magic of France's finest liqueur. Here is no ordinary stimulant, no social habit or specious aid to gaiety. Made exclusively with Cognac brandy and long matured in the ancient cellars of the Château de Bourg-Charente, Grand Marnier is the proud choice of those who know the rules of civilised living. Will you discover this noble liqueur tonight?

TO CLEVER HOSTESSES: FLAVOUR CRÂPES SUZETTE WITH GRAND MARNIER.

**Grand Marnier**

*FRANCE'S FINEST LIQUEUR*  
 SOLE DISTRIBUTORS: L. ROSE & CO. LTD., ST. ALBANS, HERTS

NATURE'S OWN FOODS . . .

*Cheese and Ryvita*



Cut yourself a generous half moon. Slice off the rind with reverence (and a very sharp knife), balance it deftly on the edge of buttered Ryvita—and bite. There's good natural foods for you! As natural as eggs, honey, fruit, fish. Packed with nourishing proteins.

Ryvita is a perfect natural food. Ryvita is pure wholemeal rye. All of the rye. Energy-full rye that keeps you fit and slim and healthy. Be top of the tree with natural foods. Eat Ryvita for GO!

By Appointment Ryvita Manufacturers to the late King George VI  
 Ryvita Company Limited.

**If you have children and a home to look after . . .**

A full family wash completed in a fraction of the time without any of the usual drudgery. Your hands never in water—no lifting or stooping—no wringing or mangling. Running costs less than 4d per wash . . . and if you have the dish-washing attachment, Thor does the washing-up as well!

**IT'S TIME YOU HAD A**

**Thor**

**AUTOMAGIC WASHING MACHINE**

WRITE FOR FREE BROCHURE TO: DEPT. IN. 1  
 THOR APPLIANCES LTD., 64/66 OXFORD STREET, LONDON, W.1



*Quiet Elegance . . .*

No fuss—no noise—excellent weather protection—easy to manage—these are the features which make the L.E. so popular today. Have a good look and listen (if you can hear it) to the next one that passes—you'll agree.

Write for list IL giving full details.

**THE SILENT**

**Velocette**

**MODEL L.E.**

Top. Starting is light and easy with hand lever.  
 Lower. Capacious pannier bags are standard equipment.

**VELOCE LTD., YORK ROAD, BIRMINGHAM 28.**



*Swiss MILK CHOCOLATE with a difference!*

**Suchard**

**ST. BERNARD**

Neither too sweet nor too bitter. Suchard 'St. Bernard' is the best of both worlds—creamy, velvet smooth, just a suspicion less sweet than usual and utterly satisfying.

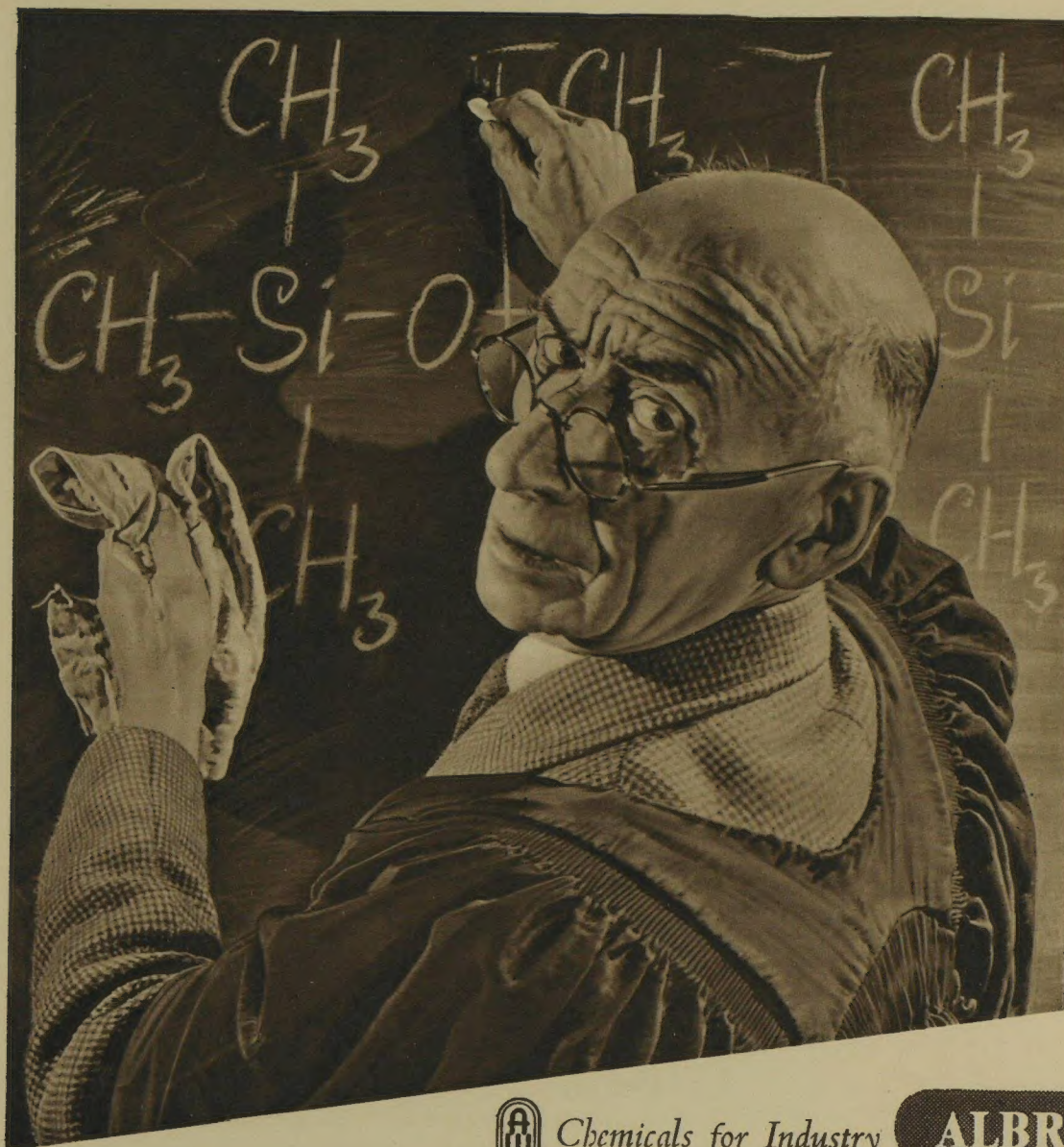
Made according to the original Swiss process by

**Suchard**  
**ST. BERNARD**

SUCHARD CHOCOLATE LTD. London  
 Makers of 'Velma' and 'Bittra'





## What are silicones, Mr. Sims, Sir?

The silicones are a most interesting group of materials based on organic compounds of silicon. To industry the most outstanding merit of silicones is their marked resistance to the effects of intense heat and cold. They are used, for example, in jointing and insulating materials for jet engines and electric motors. They have other special applications in heat-resistant paints, car polishes, and the shower-proofing of textiles. Midland Silicones Ltd. are the marketing organisation for the full range of silicone rubbers, resins, varnishes and fluids, some of which are already being manufactured by Albright & Wilson Ltd.



Chemicals for Industry

**ALBRIGHT & WILSON LTD**

49 PARK LANE, LONDON, W.1.

TEW166

*These facts are published to show what British workers can achieve in spite of difficulties, with British organising skill behind them.*

## It can be done

The job was an oil refinery in Britain—and this vital industry demands speed. Every stage of construction was scheduled in advance; and, for good reasons, the day and the hour were fixed for completion of one essential section. This involved complex construction by unconventional methods, requiring 4,000 tons of concrete and steel.

A programme was drawn up showing each day's work for the six months allotted.

Everyone responsible had a copy and everyone worked to it.

**LAING**

Whatever the weather—and this was midwinter—progress never departed substantially from schedule; and the work was finished a few hours ahead of time. That programme, though backed by knowledge and experience, relied on the spirit of the men on the job, and it was they who proved it correct.

JOHN LAING AND SON LIMITED. Building and Civil Engineering Contractors  
London, Carlisle, Johannesburg, Lusaka. Established in 1848

## A TEST CASE

In the conveyance of goods, every case is a test case—for the rigours of the journey can be a trial indeed. That is why each Medway corrugated case is designed for the protection and safe transport of its contents. This planned protection can, perhaps, solve a problem for you. Give our Technical Staff the necessary details and let them produce a Medway "test case" for your product.

**MEDWAY**

*The case for better packaging*

THE MEDWAY CORRUGATED PAPER CO. LTD., NEWHYTHE, MAIDSTONE, KENT  
London Sales Office: Blackfriars House, New Bridge Street, London, E.C.4

DIVISION OF THE **Reed** PAPER GROUP





**Valstar**

The Aristocrat of Overcoats

AVAILABLE AT MOST FINE STORES

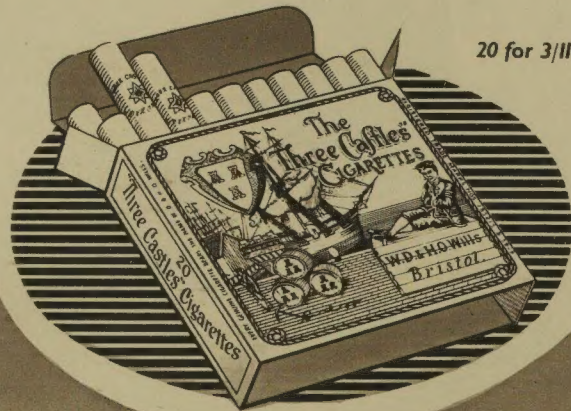
Write for the name of your nearest stockist to:

VALSTAR LTD. • 314 REGENT STREET • LONDON, W.1.



"I'll just get some  
**THREE CASTLES**"

Knowing the little things that make the most of any occasion — that's important. Knowing a really good cigarette — that's more important. Getting **THREE CASTLES** Cigarettes every time — that's most important.



20 for 3/11

The  
**"THREE CASTLES"** Cigarettes

Made by W. D. & H. O. Wills, Branch of The Imperial Tobacco Co. (of Great Britain & Ireland), Ltd.

TT250K

**BELL'S**  
*'Afore ye go'*

This fine old whisky contains all the richness of many years maturing.



ARTHUR BELL & SONS LTD.  
SCOTCH WHISKY DISTILLERS, PERTH  
• AN INDEPENDENT HOUSE •



I love

MARIE BRIZARD  
**APRY**

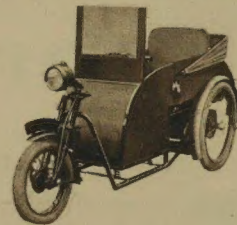
the liqueur of  
the **Apricot**

★ Available from Wine Merchants and Stores throughout the United Kingdom.

Sole Distributors: Twiss & Brownings & Hallows Ltd.,  
1, Laurence Pountney Hill, London, E.C.4.



**INVALID CARRIAGES**  
PETROL, ELECTRIC and  
HAND-PROPELLED  
**TRICYCLES**



**TRILOX**

DURSLEY ROAD, TROWBRIDGE, WILTS.  
Catalogue Post Free.



There is many a reception room up and down the country that would make a better first impression and a lasting good impression if its furniture were by Pel.

**PEL**  
TUBULAR STEEL  
FURNITURE

The model illustrated is the S.P.7.  
Send for particulars of the full Pel Range.

MADE BY PEL LTD.  
OLDBURY • BIRMINGHAM • A T.P. COMPANY  
London Showrooms: 15 Henrietta Place, London, W.1.  
Distributors throughout the country



**OVERSEAS  
SHIPPING**

When calling at these Canadian Ports  
ST. JOHN'S, NEWFOUNDLAND  
HALIFAX, N.S.—SAINT JOHN, N.B.  
QUEBEC and MONTREAL, QUE.  
VANCOUVER and VICTORIA, B.C.

**"EXPORT"**  
CIGARETTES

at competitive prices "In Bond" for  
passenger and crew use.

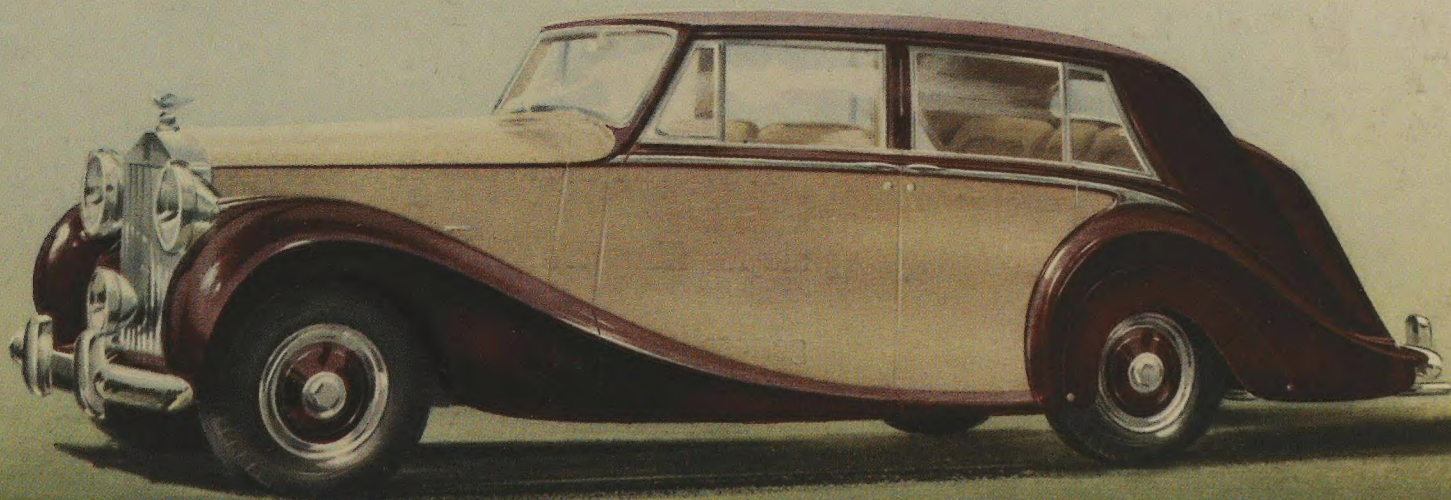
**MACDONALD'S — SINCE 1858**





BY APPOINTMENT  
MOTOR BODY BUILDERS TO THE LATE KING GEORGE VI  
HOOPER AND COMPANY (COACHBUILDERS) LIMITED

# HOOPER



Hooper Touring Limousine, Design No. 8283, on Rolls-Royce Silver Wraith

*Specially designed for Export*

All-Metal construction—Rustless light-alloy framework—Aluminium panels and wings

HOOPER AND COMPANY (COACHBUILDERS) LIMITED, 54, ST. JAMES'S STREET, PICCADILLY, LONDON, S.W.1. TELEPHONE: REGENT 3242

OFFICIAL RETAILERS OF ROLLS-ROYCE, DAIMLER AND BENTLEY. DISTRIBUTORS AND RETAILERS OF LANCHESTER CARS

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.





“It’s not for me to choose a customer’s light ale for him. But Whitbread’s is what they generally ask for, and then I know they know what’s good. Whitbread’s Pale Ale pours clean and clear to the last drop.”

the best of the light ales is a

**WHITBREAD**

WHITBREAD & CO. LTD., 27 BRITANNIA STREET, KING’S CROSS, LONDON W.C.1

Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly at the Office, Ingram House, 195-198, Strand, London, W.C.2. Saturday, September 27, 1952. Registered as a Newspaper for transmission in the United Kingdom and to Canada by Magazine Post. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903. Agents for Australasia: Gordon and Gotch, Ltd. Branches: Melbourne, Sydney, Brisbane, Adelaide and Perth, W.A.; Christchurch, Wellington, Auckland and Dunedin, N.Z.; Launceston and Hobart, Tasmania.